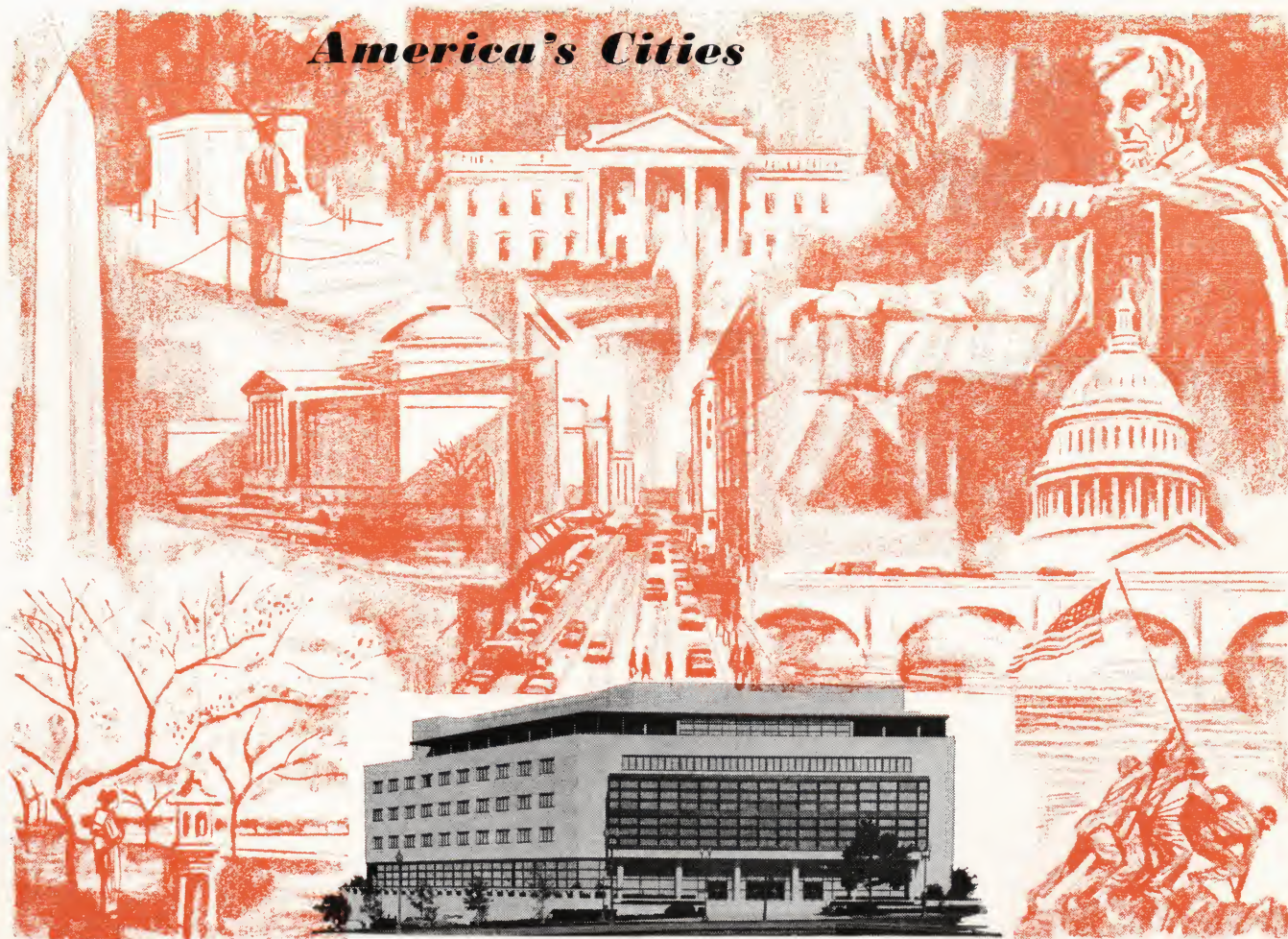


THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

MARCH 1960





The Teamsters salute WASHINGTON, D. C.

WASHINGTON, District of Columbia, the nation's capital, is named after "The Father of Our Country" who personally selected the site in 1790.

Established as a Federal City in 1800, its radiating avenues were patterned after his native Paris by Pierre L'Enfant who accompanied LaFayette here to fight in the revolution. The tradition of its beautiful tree-lined streets began in 1803 when Thomas Jefferson planted the first elms along Pennsylvania Avenue in front of the White House. Originally called the President's House, it took its present popular name when painted white to hide fire marks made when the invading British burned it in 1814.

This beautiful, park-like city with an estimated 870,000 population, dotted with historical buildings and monuments, is alive with history. Downtown hotels, office buildings and stores crowd against the concentrated government office building areas. Some government offices are in nearby suburbs; the largest being the five-story, 44-acre Pentagon in Virginia and the Atomic Energy Commission and National Institutes of Health in Maryland.

Virtually without significant local industry (largest such is wastepaper!), the government payroll for some

237,000 workers is bolstered by payrolls of an estimated 750 national offices of various associations, many of them lobbyist in nature. Organized labor has made Washington its capital, too, with about 42 labor unions (including the International Brotherhood of Teamsters) headquartering there. It is the home of Joint Council 55, composed of seven affiliated local unions—Local 33, Bakery Salesdrivers; Local 67, Brewery and Beverage Drivers, Inside Workers, Vending Machine Servicemen and Helpers; Local 159, Airport Transport Drivers; Local 246, Milk Drivers and Dairy Employees, Local 639, Drivers, Chauffeurs and Helpers; Local 730, Warehouse Employees, and Local 922, Automotive, Petroleum and Allied Workers.



NUMBER ONE IN A SERIES

THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Vol. 57, No. 3

CONTENTS

March, 1960

National Road Survey Completed	4
Common Expiration Dates to be Sought in Warehousing.....	8
Teamsters in 'Top Four' in Wage Gains	11
Professor Says: Corporations, Unions Belong in Politics.....	14
Tight Money Policy—and Its Effects	18
Inviting Distrust for Themselves	24
An Open Letter to Robert Kennedy	26
Teamster Sculptor Featured in Show	27
What's New	31

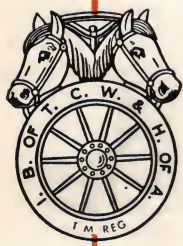


GENERAL EXECUTIVE BOARD

JAMES R. HOFFA General President 25 Louisiana Ave., N. W., Washington 1, D. C.
JOHN F. ENGLISH General Secretary-Treasurer 25 Louisiana Ave., N. W., Washington 1, D. C.
JOHN J. CONLIN First Vice President 69 Jefferson St., Hoboken, N. J.
JOHN T. O'BRIEN Second Vice President 4217 S. Halsted St., Chicago 9, Ill.
JOSEPH J. DIVINY Third Vice President 25 Taylor St., San Francisco 2, Calif.
EINAR MOHN Fourth Vice President 870 Market St., San Francisco 2, Calif.
HARRY TEVIS Fifth Vice President 535 Fifth Ave., Pittsburgh 19, Pa.
JOHN O'ROURKE Sixth Vice President 265 W. 14th St., New York 11, N. Y.
OWEN B. BRENNAN Seventh Vice President 2741 Trumbull Ave., Detroit 16, Mich.
THOMAS E. FLYNN Eighth Vice President 100 Indiana Ave., N. W., Washington 1, D. C.
GORDON R. CONKLIN Ninth Vice President 320 University Ave., St. Paul 3, Minn.
JOHN B. BACKHUS Tenth Vice President N. W. Cor. 11th and Chew Sts., Philadelphia 41, Pa.
GEORGE MOCK Eleventh Vice President Heckes Bldg., 831 H St., Sacramento 14, Calif.
MURRAY W. MILLER Twelfth Vice President 1330 N. Industrial Blvd., Dallas 7, Texas
HAROLD J. GIBBONS Thirteenth Vice President 25 Louisiana Ave., N. W., Washington 1, D. C.

TRUSTEES

JOHN ROHRICH 2070 E. 22nd St., Cleveland 15, Ohio
RAY COHEN 105 Spring Garden St., Philadelphia 23, Pa.
FRANK J. MATULA, JR. 1616 W. Ninth St., Los Angeles 15, Calif.



POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Teamsters, Industry Help Crippled Tots

Teamsters and the trucking industry in Des Moines, Ia., were commended last month for their contributions of money, time and equipment to construct a statewide summer camp for crippled children in Iowa.

Richard Mitchell, an official of the Iowa Society for Crippled Children and Adults, in a letter to Teamster General President Hoffa said that "one of the principal organizations giving us a great deal of assistance is Teamsters Local 90."

Naming Teamsters Ed Hartzer, Walt Watson and Art Carson as being particularly helpful, Mitchell said that the Teamsters contributions were brought to the attention of other groups, and they also responded with assistance to the summer camp project.

"To date, we have received 15 truckloads of crushed rock, 55 truckloads of fill sand and 14 truckloads of fine quarry stone. All this was contributed and the members of Local 90 donated their time to drive the trucks," Mitchell said.

"The owners of the trucks contributed their equipment, and a local gas station contributed the gas and oil for the operating expenses," he said. Without the Teamsters assistance, he added, the project would not have progressed as far on schedule as it has.

* * *

Teamsters Form Nine New Credit Unions

Members of the International Brotherhood of Teamsters organized nine new credit unions during 1959, according to the Credit Union National Association (CUNA), making a total of 56 credit unions now owned and

operated by members of the Teamsters.

At the present time, 1196 labor union groups own and operate their own credit unions for the benefit of their members.

Credit unions are nonprofit private thrift societies offering savings opportunities and inexpensive loan service to their members.

Chartered by the government, they are supervised by either State or Federal authorities. There are more than 19,000 credit unions in the United States, with approximately 10,000,000 members.

* * *

Teamster Counsel Gets University Law Post

Florian J. Bartosic, house counsel for the International Brotherhood of Teamsters, has been appointed lecturer in law at Catholic University of America Law School in Washington, D. C.

Bartosic, a law graduate of William and Mary College and Yale University, formerly taught in the Law School of Villanova University.

* * *

Minnesota Thanks Teamsters For Giving Hospital Aid

The State of Minnesota has officially expressed its gratitude to Teamsters Joint Council 32 "for their continued interest" in the welfare of underprivileged patients in the Faribault State School and Hospital.

Dr. E. J. Engberg, superintendent of the hospital, wrote Jack Jorgensen, head of the Minneapolis Joint Council, saying, "On behalf of myself, the patients, and the staff please extend our warmest appreciation to your membership."

Engberg specifically listed some of the projects that the Teamsters conducted during the year for the patients.

"This past year," he said, "your organization sponsored nine dance bands, one concert and one variety program. At each of these activities our patients showed a very sincere appreciation. Many have none or very little contact with the outside world, and consequently these programs take on a special meaning for them."

"We were thrilled with the contribution of encyclopedias and other books to our patient library. It is needless to say that these gifts will bring hours of enjoyment to many."

"For several years the Teamster have remembered our groups at Christmas time with gifts. This year of course was no exception. We were overwhelmed with the quality and quantity of gifts sent this Christmas by your organization."

Engberg included a special commendation for C. H. Koch of the Joint Council staff. "He is deeply interested in humanity and in bringing joy and happiness to the underprivileged. His untiring efforts are a tremendous asset to any group he represents in public relations," he said.

* * *

Teamsters Given Credit For Improving Safety

The night speed limit in Kentucky has been raised from 40 miles per hour to 50 miles per hour, following an investigation by Don Sturgill, commissioner of Public Safety.

Paul Priddy, president of Teamsters Local 89 in Louisville, requested Sturgill to increase the speed limit, stating the 40 mile limit was unrealistic and actually a safety hazard at night.

Sturgill replied, "I have carefully investigated the night truck speed limits, and have, in my opinion, found that the existing 40 mph speed limit is too low for present traffic conditions."

"I feel that a truck going 40 mph at night blocks a great deal of traffic behind him and results in more harm than good to the safety program."

"I thank you very much for your request concerning this problem," Sturgill wrote to Priddy, "and I feel certain that the increased speed limit will be more realistic and definitely more conducive to the Kentucky highway safety program."

Our Gains Are Great



ON page 11 of this issue, you will see a survey of wage gains in America's basic industries. Trucking and warehousing rated fourth in the nation, topped only by the airlines, coal mining, and construction industries.

The airline and construction industries represent highly-skilled crafts where high wage scales have for years been readily demanded and obtained. The gains in the coal industry reflect the efforts of John L. Lewis and the United Mine Workers over many years to win high standards for their people. The fact that truck driving and warehousing, traditionally excluded from the "skilled craft" designation, rank next in order is the highest tribute to the efforts of your union to give you the best possible representation.

Our wage gains rank considerably higher than those obtained in industries where certain union leaders have been more concerned with criticizing the Teamsters than in representing their own members. This independent survey by a respected national concern should be the best possible lesson to them that they should "tend to their own knitting."

The results of the survey should also put to rest forever the phony rantings of certain politicians, led by the Kennedys and McClellan, to the effect that the International Brotherhood of Teamsters has "sold out its members." The facts show that such charges are bald lies. The truth of the matter is that the Kennedys, McClellans and other reactionary politicians are echoing the concern of their big-business masters that your union is doing such an outstanding job of representation.

The enemies of labor have always tailored their attacks to suit their own purposes, without any regard for the truth. We have just come through more than two years of vilification and abuse, designed to convince our members somehow or other that their officers and business representatives were failing in their responsibilities. Our members, of course, know how false such charges are.

Now you may expect a new strategy. Since the old tack failed, you will see in the coming months a mounting offensive based on another phony line: "The Teamsters are so strong they represent a threat to the nation."

The fact that the old and the new strategies contradict each other will seldom be noticed by the newspapers and other commentators. The purpose, after

all, is destruction of our union without regard for the means employed.

As we proceed to work toward national uniformity in trucking and eventually in warehousing, the lifelong enemies of Labor will start a "scare campaign" such as you never saw before.

You will hear rumors and warnings of "national strikes" and "national paralysis." You will read editorials about how the Teamsters plan to strangle the life's blood out of our fellow citizens.

So that the record will be straight and clear, these are the facts:

The Teamsters Union over the past six years has moved so close to national uniformity in trucking that the final step—a national master contract—will almost certainly be achieved without the necessity of a strike of any kind.

Should a strike of any kind be necessary, it would be an area-wide or company-wide strike, not a national strike in the for-hire industry. Such a national strike against common carriers would be futile strategy, prohibitively costly, detrimental to our industry, and utterly useless.

The problem with "scare talk" is that nobody bothers to think the issues through. For example, what some of labor's enemies refer to as a "possible national transportation tie-up" makes no sense. Our attempt to win a national master trucking contract is in the for-hire or common carrier industry only. It has absolutely no relation to the many thousands of private truck carriers, and obviously has no relation to forms of transportation other than truck.

Thus a national transportation tie-up, even if desirable, would not be possible.

Nevertheless, you will hear more and more "scare talk" as the months go by. This is the technique of our enemies—to falsify facts to serve their own ends.

They may be able to convince a few by use of falsehoods. But we are confident that the vast majority of the American people realize that we have won our legitimate gains by responsible means in the past; this we shall continue to do.

A large, stylized handwritten signature of J. R. Hoffa. The signature is written in dark ink and is slanted to the right. It clearly shows the initials 'J R' followed by a surname that appears to be 'Hoffa'.



National Road Survey Completed

HIGHLIGHTING the Teamsters General Executive Board's mid-winter session in Miami, Fla., last month was the announcement that a monumental research project pointing out the need for a single national master contract for over-the-road drivers has been completed.

Considered by the General Board as a step nearer the Teamsters' goal of equal pay and equal benefits for Teamsters doing equal work, the survey was hailed by union and trucking industry spokesmen alike as the most comprehensive study of its kind ever made. Its findings will most likely serve as the bases for the Union's contract proposals to the trucking industry next year.

Throughout the study, the Central States Over-the-Road agreement was

used as the pilot contract for the purpose of comparison. This contract, negotiated by President Hoffa, played the leader role because it has been in effect for a longer period of time than any other Area Conference agreement covering this segment of the trucking industry.

Vice President Thomas Flynn, who made the survey as Director of the National Over-the-Road Division, said that the Central States pact was singled out "because the language and provisions in this agreement are most complete. Additionally, this contract covers a larger area than any other freight agreement in the United States."

The study showed basic needs for uniformity from coast to coast in the important areas of hourly rates,

grievance machinery, layovers, lodging, mileage rates, cost of living, health and welfare, mileage determination, owner-operators, pension plans, sleeper cab operations, vacations, seniority, peddle runs, waiting time and a host of other existing and proposed over-the-road provisions.

Voicing his approval of the survey and pointing up the importance of immediate machinery being set up to arrive at the goals suggested by the study, President Hoffa explained that "the complexity of the freight industry with the introduction of piggyback, fishyback, the inroads made by the airlines in freight transportation, and the vicious union-busting Kennedy-Landrum-Griffin labor bill leaves no doubt in anyone's mind that we can no longer afford the luxury of multiple contracts in this industry."

Hoffa paid high tribute to the existing Area Conference agreements which he said have removed the major problem of trucking firms which were faced with unfair competition from those carriers seeking the advantage of inferior wages and working conditions by "running away" to low wage areas before the adoption of the area-wide contract.

"Because of the scope of these area agreements we have played a major role in stabilizing wages and working conditions in the trucking industry," Hoffa declared. "To protect what we have accomplished for our members and for the industry with which we bargain we must now move in the direction of a single national master contract."

He told the General Board that industry growth and progress has served as a reminder to the IBT that a single national master agreement can be presented at the bargaining table on the soundest of economic ground.

"Since truck lines have become national in scope, operating from border to border, the wages, hours and conditions of employment of our members who work for these truck lines must also become national in scope," Hoffa asserted. "Today, no one can justify paying lower wages in one part of the country for the same work that our people are doing for higher wages in other parts. Nor, in justice, should any employee be denied in one area the health and welfare and pension rights that he has earned in another area. I believe that our position in this respect is fully supported by a



Vice President O'Brien praises Over-the-Road Survey.

historic trade-union principle that the worker is entitled to equal pay for equal work."

The Teamsters' chief executive also noted that a national agreement would strengthen another trade-union principle of "taking wages out of competition."

"By stabilizing and equalizing wage cost factors through a national master contract," Hoffa said, "employers will be able to compete fairly and effectively with each other by the avenue of service which is the industry's major product. Then, too, a national agreement would foster the growth of com-



President Hoffa confers with Secretary English.



Vice President Flynn directed Study.



IBT's Chief Labor Counsel David Previant, left, studies trucking survey with General Organizer Richard Kaver during Board session.



Ed Fenner (center), head of Independent Local 705 in Chicago, also attended session on road survey. At right is Vice President Gibbons.



Vice Presidents Murray Miller and George Mock applauded over-the-road study which calls for a national master freight agreement.



Vice President Tevis draws the attention of Vice President Conklin to study provision that will be considered in coming negotiations.

petitive segments in the trucking industry which could not help but favorably contribute to the nation's economic well-being."

To the small, isolated local unions the case for a national over-the-road contract will be very inviting, particularly in those instances where they must bargain with large, powerful, merged or consolidated companies. A national contract with a common expiration date would mean that the smaller locals would find themselves in a stronger position and on equal footing with the companies they deal with through collective bargaining.

Survey Hits K-L-G

The Teamster survey devoted much space to the Kennedy-Landrum-Griffin Bill in support of its findings for a national master over-the-road agreement. In discussing the sections of the anti-labor measure, the study com-

mented extensively on the fact that traditional trade-union bargaining practices, accepted in individual company bargaining, have been set aside by the bill. The report strongly suggested that all IBT affiliates subscribe to the national contract policy as one of the major means of overcoming the serious blow to trade-union activities imposed upon organized labor by the Act.

No Trouble Expected

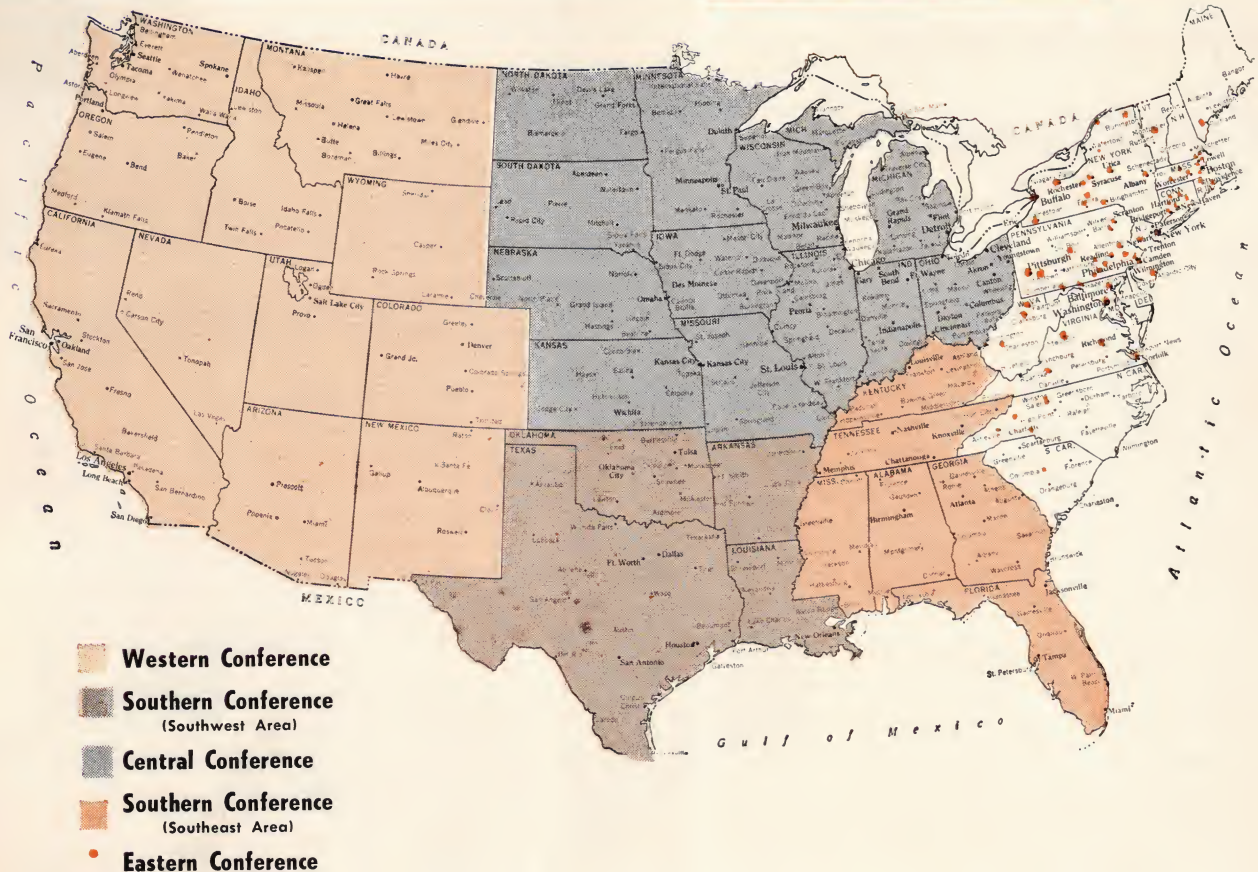
President Hoffa said that he anticipated little trouble in reaching a national agreement.

"We know the trucking industry," he said, "and we're interested in a healthy, competitive industry. We are not going to make unreasonable demands and we don't expect a strike in achieving national uniformity. We are very close to uniformity now, with a national minimum wage of \$1.54

per hour, plus substantial uniformity in the fringe benefits of our contracts."

Meeting in May

The General President will call a special meeting in May at Chicago of representatives of local unions throughout the country having over-the-road or cartage membership. (A cartage survey is now in preparation.) It is expected that delegates to the Chicago session will begin drafting demands for trucking contracts that begin to expire next February. The Central States agreement expires in February. The expiration dates of other Area Conference contracts fall within 90 days of each other. Earlier expiration dates, such as some in the East, will be worked out with a formula that will enable them to become part of the uniform contract once it has been agreed upon and ratified by the membership concerned.



The map above shows the area-wide Over-the-Road freight agreements, plus local unions in the East and South included in the IBT's recent survey. The Southern Conference Area Agreement is divided into two areas, the Southwestern and the Southeastern.

Local unions included in the Carolina Freight Council Over-the-Road Agreement were Locals 55, 61, 71, 391 and 509. In the West Virginia Freight Council Over-the-Road contract were Locals 175, 505, 789 and 913. Locals 171, 439, 592 and 822 were included in the Virginia Freight Council Over-the-Road Agreement.

Local 639 took part in the Labor Relations Council of D.C., Local 557 in the Labor Relations Council of Baltimore, Local 992 in the Hagerstown, Maryland Over-the-Road Agreement, and Local 453 in the Bedford, Pennsylvania and Cumberland, Maryland Area Over-the-Road Agreement.

Included in the Western Pennsylvania Motor Carriers Assn. study were Locals 30, 110, 261, 397, 453, 491, 538, 564, 585, 872 and 963, all affiliates of Joint Council 40. In the West-

ern Pennsylvania Motor Carriers Assn. survey, Local 249 was also included.

Other local unions and the area studied included: Local 229, Northeastern Pennsylvania Truck Owners Assn.; Locals 401, 429, 430, 764, 771, 773 and 776, Central Pennsylvania Over-the-Road Agreement; Local 676, South Jersey Traffic Club; Locals 107, 331, 384, 470 and 676, Motor Transport Labor Relations, Inc.; Local 701, Mid-Jersey Motor Carriers Road

Agreement; Local 707, New York City Road Agreement; Locals 65, 118, 182, 294, 317, 449, 506, 529, 648, 649, 687 and 693, New York State Teamsters Over-the-Road Agreement; Locals 25, 42, 49, 59, 170, 191, 251, 404, 437, 443, 477, 493, 526, 653, 671 and 677, New England Freight Agreement; Local 597, Vermont Freight Agreement; Local 633, New Hampshire Freight Agreement; and Local 340, Maine Freight Agreement.

Faithful Performance Reduces Bond Rates

Faithful performance in behalf of the Teamster membership paid off for the Teamsters Union last month when the Oxford Agency, Inc. of Chicago, Ill., announced that the IBT Faithful Performance Bond premium rate has been reduced.

In a letter to all Teamster Local Unions, C. W. Bray, representing the Agency, said:

"The rate change is based upon the advance application of experience credits because of our confidence in the soundness of the risk."

One year premiums have been reduced from \$5 per thousand to \$2.37 per thousand by the carrier, and three-year premiums from \$12.50 per thousand to \$5.93.

Common Expiration Dates to be Sought In Warehousing

THE NATIONAL Warehouse Division received formal approval from the General Executive Board last month to press for a program of common contract expiration dates by 1964 in major warehousing operations.

International Vice President Harold J. Gibbons, national director of the Warehouse Division, hailed the Board's action as "a vital step toward improved security for our union's half-million warehouse workers."

Specifically, the Board approved a program of:

1) Uniform expiration dates for contracts with companies having multi-warehouse operations.

2) Coordination of local union negotiations by the warehouse division of the respective area conferences, in cooperation with the national division, where companies operate exclusively within a conference area.

3) Coordination of local union negotiations by the National Warehouse Division, in cooperation with the area conferences, with companies operating multiple warehouses on a national basis.

A report to the General Executive Board listed current contract expiration dates in selected "chain" companies in the drug, electric, grocery,

Cooperation

The Teamsters General Executive Board last month authorized General President Hoffa to seek meetings with three other international unions representing workers in companies with multi-warehouse operations, with a view toward possible coordination in seeking uniform expiration dates.

The three international unions are the Amalgamated Meatcutters and Butcher Workmen, the Retail, Wholesale and Department Store Union, and the Retail Clerks International Association.



paper, plumbing, and tire and rubber industries. The report was signed by Gibbons; Sam Baron, field director of the warehouse division; and the following area conference warehouse division directors: Joseph Dillon, Western; Pete Saffo, Central; John Greeley, Eastern; and Weldon Mathis, Southern.

Companies included in the survey, strictly as samples of current Teamster contracts, were: American Stores, Colonial Stores, First National Stores, A & P, Kroger, National Tea, Pacific-Gamble-Robinson, and Safeway in the grocery field; American Home Products, McKesson and Robbins, Parke-Davis, and Rexall in the drug industry; General Electric, Graybar Electric and Westinghouse in the electrical warehousing field; Butler, Carpenter and Graham paper companies; Crane and Grinnell plumbing warehouses; and Firestone, Goodrich, Goodyear and U. S. Rubber in the tire and rubber industry.

Gibbons' report described the need for common expiration dates as based primarily on the changing structure of our economic system. This includes the inability of small, isolated local unions to deal with large, powerful multi-establishment companies, which in many cases have resulted from consolidations and mergers within a company or industry. The same contract expiration dates at other company locations enable those locals, with other locals involved, to deal with the company on a more equal footing.

Common expiration dates also remove the incentive provided to companies by improved transportation and distribution methods to move from high-wage to low-wage centers.

More Urgent Since K-L-G

Gibbons also told the Board that "the necessity for common expiration dates has become more urgent with the recent passage of the Kennedy-Landrum-Griffin Bill. Section 7 of the new law illegalizes boycotts, most picketing and 'hot goods' provisions—the traditional trade union means of mutual assistance. Common expiration dates are most necessary to overcome this serious blow to trade union activities."

Benefits of such a common expiration date program, Gibbons said, are:

- 1) It protects the small, isolated local unions.
- 2) It eliminates extreme wage in-



VICE-PRESIDENT GIBBONS . . . "Common expiration dates a vital step forward toward firmer security."

equalities within a company, area and industry for the same work, and thus helps to achieve the principle of equal pay for equal work. This eliminates or reduces the incentive for companies to re-locate to low-wage areas ("runaway shops").

3) Bargaining power of the worker is increased.

4) Workers learn to work in close cooperation with each other in the same company, area and industry, thus increasing their strength in their relations with the employer.

5) The union becomes more secure and is thus better able to represent its members.

The necessity for and success of common contract expiration dates has been demonstrated in many industries and for many national companies with whom the Teamsters Union bargains. Common expiration dates are but the first step toward areawide agreements in a particular industry or for a national multi-plant company. This principle has been applied with great success in many areas and in many and diverse industries.

Example Cited

The prime examples, of course, are the conference-wide freight and local cartage agreements. Carhauling agreements have been on a national basis for a number of years. Company-wide agreements have been negotiated with Fairmont Foods and Beatrice Foods. Carnation and Borden, in the milk manufacturing and processing field, are now covered by Central Conference area agreements. In the baking industry, a master contract covering the operations of three major biscuit companies—National, Sunshine and a division of United—in 10 Southern cities has been negotiated, and just recently, Teamsters Unions



Vice Presidents Backhus and Conlin.

have successfully reached agreement on a uniform contract covering bakeries in the six New England states. A major laundry company—National Linen—has been under a company-wide contract covering 10 Southern cities since 1956. Petroleum drivers of Tidewater Associated Oil Co. in the Western states are covered by a master contract.

Many other examples of common contract expiration dates and ultimate uniform Teamster area-wide agreements can be cited. These illustrations are exclusive of the numerous

state-wide and city-wide agreements in many Teamster industries.

The benefits of the application of the area-wide agreement principle have been demonstrated by the often tremendous increases and benefits gained for the membership. Its feasibility and success in warehousing have already been demonstrated by the nation-wide agreements with Montgomery Ward and the Englander Mattress Co., and the five-state uniform contract with Safeway Stores in the South.

Committee on Warehouse Contracts Named

Teamster Vice President Harold J. Gibbons has announced the formation of a Warehouse Committee that will seek common expiration dates in all multiple unit contracts.

Representatives from the four Teamster Conferences were named to the Committee: Joseph Dillon of the

Western Conference; Pete Saffo of the Central Conference; Weldon Mathis of the Southern Conference; and, John Greeley of the Eastern Conference.

Sam Baron, field director for the National Warehouse Division, was appointed chairman of the Committee.



In the picture above are committee members (from left, rear) Mathis and Saffo, and (front) Baron and Dillon. (Greeley was not present for the picture.) They will coordinate the new Warehouse Division program.

Central Area Coordinator

Pete Saffo, secretary-treasurer of St. Louis Teamsters Local 610, has been named co-ordinator of the Warehousing Division of the Central Conference of Teamsters, it was announced this week by James R. Hoffa, Chairman of the Central Conference.

Saffo, who heads a miscellaneous drivers' local, formerly was associated with Warehousemen's Local 688 in St. Louis. He aided in the early organization of St. Louis warehouse establishments, and became one of the most capable negotiators in the large warehousemen's local.

In 1953, he was selected to head the newly created Miscellaneous Drivers Local 610. This group was composed of drivers employed by manufacturing and distributive establishments plus a wide variety of others. He succeeded in welding this miscellaneous group of drivers into a compact, well organized unit and achieved new high levels in wage rates and security benefits.

The decision to create a full time co-ordinator for the Warehousing Division of the Central Conference of Teamsters was made at the December meeting of the Central Conference of Teamsters at Detroit. At that meeting, it was also decided that a policy would be inaugurated seeking common expiration dates for all chain or multiple warehousing contracts. Dates were selected which would synchronize warehousing expirations with over-the-road freight and local cartage.

Saffo will handle many of the administrative problems of the Division's expanded program. He will also be available to local unions for assistance in contract negotiations as well as plan and co-ordinate organizational drives in the warehousing area.

Western Conference To Convene June 19

The 24th Western Conference of Teamsters will be held at the Statler Hilton hotel in Los Angeles during the week of June 19, announced Vice President Einar O. Mohn, President of the Western Conference.

The opening general session will convene Tuesday, June 21, Mohn said.

Industry-by-Industry Wage Increases for 1959

Airlines	15.5¢	Electrical Machinery & Equipment	8.0¢
Coal Mining	14.9¢	Stone, Clay & Glass Products (Combined)	8.0¢
Construction	14.7¢	Nonferrous Metals & Their Products	7.6¢
Trucking and Warehousing	13.5¢	Stone, Clay & Glass Products (Miscellaneous) ..	7.4¢
Petroleum & Allied Products	13.0¢	Brick & Clay Products	7.3¢
Utilities	11.8¢	Glass Containers	7.2¢
Wholesale & Retail Trade	10.3¢	Paper & Allied Products	6.9¢
Transportation (Combined)	10.1¢	Shipping & Longshoring	6.8¢
Cement	10.1¢	Furniture & Fixtures	6.5¢
Rubber Products	9.8¢	Miscellaneous Manufacturing Industries	6.5¢
Foods & Beverages	9.7¢	Communications	6.1¢
Streetcar, Bus & Taxi	9.4¢	Leather & Leather Products	5.9¢
Printing & Publishing	9.2¢	Aircraft & Parts	5.4¢
Professional, Scientific & Controlling Instruments	8.7¢		
Chemicals & Allied Products	8.6¢		
Apparel & Other Finished Textiles	8.5¢		
Iron, Steel & Their Products	8.4¢		
Lumber & Wood Products	8.3¢		
Flat Glass Products	8.3¢		
Transportation Equipment	8.3¢		
Machinery (except Electrical)	8.1¢		
Textile Mill Products	8.1¢		
Clerical Units in Manufacturing Industries	8.1¢		
Services (Combined)	8.1¢		

(Survey by Bureau of National Affairs)

(Also included were nine industries for which no median wage settlement was listed, because too few settlements were made during the year to indicate a median. These were: automobiles and parts, ordnance and accessories, tobacco, government, insurance and finance, mining and quarrying, pipeline, railroads and water transportation.)

How Workers Fared in '59

Teamsters in 'Top Four'

The Teamsters Union continues to rank near the top in wage gains for its membership.

A survey by the Bureau of National Affairs of median wage settlements during 1959 shows trucking and warehousing in fourth place out of 37 industries surveyed.

The only industries to surpass the median wage gain of 13.5 cents per hour in trucking and warehousing were airlines (15.5 cents), coal mining (14.9 cents) and construction (14.7 cents).

Trucking Superior

Ranking behind trucking and warehousing were petroleum and allied products (13.0 cents), utilities (11.8 cents), wholesale and retail trade (10.3 cents) and combined transportation (10.1 cents).

The same survey also showed trucking and warehousing wage settlements superior to the national median increase for all industries (9.1 cents), non-manufacturing (11.7 cents), and manufacturing (8.2 cents).

Ranging out below trucking and

warehousing in median wage settlements were such industries as rubber (9.8 cents), printing and publishing (9.2 cents), chemicals (8.6 cents), clothing apparel (8.5 cents), iron and steel (8.4 cents), machinery (8.1 cents), textiles (8.1 cents), clerical units in manufacturing industries (8.1 cents), electrical machinery and equipment (8.0 cents), paper (6.9 cents), communications (6.1 cents) and aircraft and parts (5.4 cents).

Critics of the Teamsters Union within the American labor movement are embarrassed not only by consistently high wage gains by the IBT, but by an organizing record unequalled in labor today.

Truck-Driver Near Top

Highly significant in the wage picture is the fact that wage increases for truck drivers and warehousemen rank right behind those of such highly-skilled crafts as those found in the airline industry and the building trades.

Surveys by the Bureau of Labor Statistics also bear out the achieve-

ments won by the Teamsters in collective bargaining. The Department of Labor conducts an annual survey as of July 1 each year in four heavily unionized industries: building construction, printing, local transit, and trucking. The trucking survey does not include over-the-road drivers and local city drivers paid on a mileage or commission basis.

Figures Show Gains

The cents-per-hour and percentage increase in each of these four industries, from July 1, 1958, to July 1, 1959, is shown below:

Industry	Cents	Per Cent
Building Construction	16.0	4.9%
Trucking	11.5	4.8%
Printing	10.0	3.3%
Local Transit	8.4	3.8%

These figures are of importance in comparing trucking increases with those of such highly-organized, skilled craftsmen as those in the printing and building trades.

Six Joint Councils Schedule Two-Day Political 'Kickoff' Conferences

Six Teamster Joint Councils will hold two-day legislative conferences in the next few months to kick off intensified political action programs among their membership.

Sidney Zagri, director of the national legislative and political education department of the IBT, said that the conferences, or "registration rallies," will be devoted principally to a discussion of possible amendments to the Kennedy-Landrum-Griffin Law, setting up of registration drives and get-out-the-vote campaigns, and procedures for endorsing Congressional and Senatorial candidates.

Conferences thus far scheduled include:

Joint Council 38, Sacramento — March 12 and 13.

Joint Councils 45, Des Moines; 81, Omaha; and 82, Fargo, N. D. — March 19 and 20.

Joint Council 54, Denver — April 1 and 2.

Joint Council 32, Minneapolis — April 30 and May 1.

Zagri, who recently completed a tour of 11 Joint Councils in various parts of the country, reported that a number of councils have already established political action committees and have hired full-time personnel to help initiate registration drives and precinct organizational programs.

He also reported that a number of Joint Councils have established Women's Activities Committees under the leadership of Teamster members' wives.

The Teamster wife, Zagri said, is beginning to understand that the Kennedy-Landrum-Griffin Law means less milk, bread, butter and other necessities of life on the family table, and she will become a major factor in carrying the fight for decent legislation to the people in her neighborhood.

He cited a recent poll in the New York *Post* which showed that union wives who voted in large numbers for President Eisenhower in 1956 have become disillusioned with the Republican Party.

The survey disclosed that 34 per cent of the union wives who voted for Eisenhower plan to switch to the Democratic candidate this year. An

additional 20 per cent said they were undecided, depending upon the Democratic nominee.

Zagri said that special programs will be planned for union wives, such as shopping bag brigades, women's nights with prominent women speakers, etc.

Legislative conferences are being set up at the request of the Councils, Zagri said. These serve as a method of launching the political education programs among officers and business representatives of councils and locals as the first essential step in developing rank and file leadership at the precinct level.

Control Law's Extreme Departure From Precedent Explored In Study

A penetrating analysis of the Labor Control Act of 1959 and the meaning of some of its extreme provisions is covered in a new study released by the Public Affairs Institute, a non-partisan research institution in Washington.

The study, "Understanding the 1959 Labor Law," was prepared by Joseph E. Finley, noted labor attorney. The booklet is an extension and development of a series of eight articles recently carried by Press Associates, Inc.

Finley's study is divided into two parts. One is "Understanding the Law"; the second is "What the Law Provides."

"The new law," Finley writes, "invades and regulates the conduct of private organizations, providing an excessive degree to governmental oversight of our lives which has long been condemned as inimical to individual freedom and the development of the free enterprise system."

The author points out that "the new law creates a maze of rules and introduces some 17 new crimes to our statutes. It becomes a happy hunting ground for lawyers intent upon increasing their fee business for labor and management clients who will be seeking court definition of the law's meaning for years to come."

He said extensive coordination with local labor groups affiliated with other International unions is taking place in particular Congressional races. State-wide registration programs are being launched in conjunction with state AFL-CIO bodies in some areas.

Teamster President James R. Hoffa recently issued a political education policy statement which urged all Joint Councils to organize an immediate action program for the 1960 elections.

Each Joint Council, said Hoffa, should establish a functioning political action committee immediately, charged with the following responsibilities: screening and recommending endorsement of candidates for Congress; launching registration drives; and establishing plans for get-out-the-vote campaigns in the primary and general elections.

Finley raises these questions in his study:

If we accept the principle that government, by statute, should reach down into the internal affairs of voluntary associations in our society and impose detailed rules and regulations upon them, should we halt the regulatory process at labor's door?

Is this the way to reach abuses manifested by a relatively small segment of organized labor?

Isn't the policy authority strong enough to reach crime and punish criminals?

If not, shouldn't the criminal statutes be strengthened as they apply to all people alike, rather than to single out a labor union for attack?

If such regulation of labor unions is to become the practice, then isn't it in keeping and highly probable that the next step will be to regulate professional and business organizations like the American Medical Association and the United States Chamber of Commerce in a like manner?

Where will this invasion of voluntary organizations end?

The author believes that this new law needs substantial amendment, and indicates the areas of confusion, dispute and controversy where such changes are likely to take place.

Beck Acquitted In Loan Case

A federal judge in New York has dismissed criminal charges of Taft-Hartley Act violations against Dave Beck, two trucking company executives and three corporations.

The case involved \$200,000 in loans to Beck arranged in 1954 through Roy Fruehauf, president of the Fruehauf Trailer Co., and Burge M. Seymour, president of Associated Transport, Inc., and their companies.

U. S. Dist. Judge Sidney Sugarman ruled in dismissing the indictment that the exchange of loans, if proved, did not constitute a crime.

Railway Express Contract Is Major Breakthrough in Rail Negotiations

The Teamsters Union has scored the first breakthrough in national railroad labor negotiations by winning a two-year contract with the Railway Express Agency, providing a minimum of 22 cents per hour increase in wages and benefits over two years.

President James R. Hoffa, in announcing the contract settlement, described it as "the first break in the railroad labor situation. Everybody else is talking about mediation and arbitration, but we just stepped in and got an excellent contract."

John J. McNamara, secretary-treasurer of Teamsters Local 808 in New York, headed the IBT negotiating committee.

The Brotherhood of Locomotive Engineers recently agreed to settle its wage dispute with the railroads by means of arbitration. Other unions, representing both operating and non-operating employees, are deadlocked in contract negotiations.

The railroads earlier had asked the railroad unions to take a cut in wages, but were reported recently to have proposed a 3% wage increase effective next January 1.

Under the Teamster contract with the Railway Express Agency, owned by the railroads, IBT members will receive a 10 cent per hour increase retroactive to Nov. 1, 1959 (including 3 cents cost-of-living which is incorporated into the wage rate), plus an additional 10 cents next Nov. 1. The contract expires Dec. 31, 1961. Earlier cost-of-living increases were also made part of the basic wage rate.

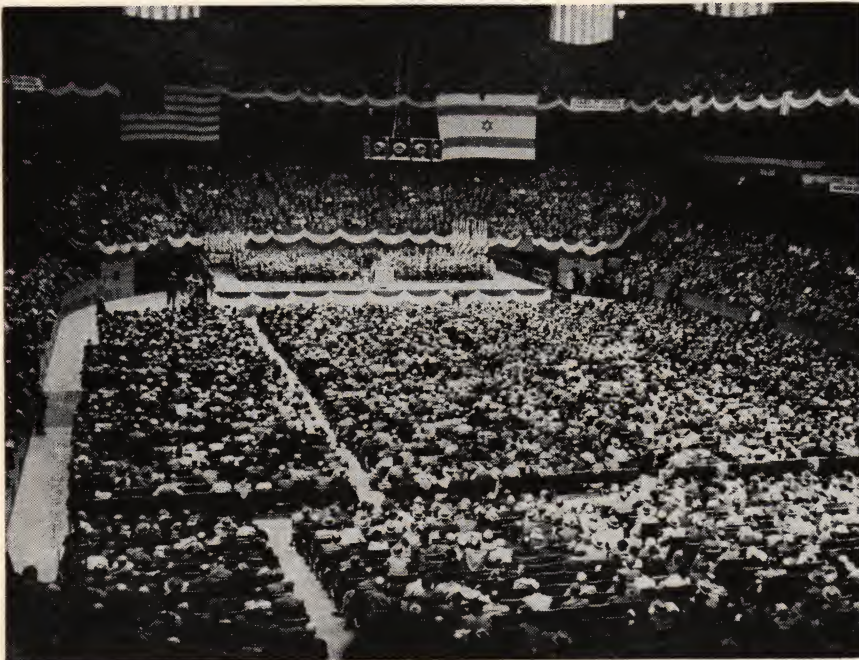
Railway Express also agreed, effective March 1, 1960, to pay the applicable Teamsters' over-the-road drivers' rate for any over-the-road operation it now has or may initiate. Hoffa estimated this clause would mean as much as 60 cents per hour additional increase for some drivers.

The Agency also agreed to assume any increased premium costs on health and welfare and insurance. These are expected to amount to at least 2 cents more per hour.

The Teamsters represent Railway Express employees in ten major U. S. cities. Eight of these are covered by the national agreement: Chicago, San Francisco, Philadelphia, Cleveland, St. Louis, Cincinnati, Newark, and Honolulu. A separate "metropolitan area" contract, covering New York City and Jersey City, is expected to follow the national agreement closely.

Members of the IBT negotiating committee, in addition to Chairman McNamara, were: Albert Evans of Baltimore, International Organizer; Abraham Weiss of Washington, IBT chief economist; James O'Hara and Lawrence Kelly, Local 705, Chicago; Edward McLaughlin, Local 85, San Francisco; George B. Schaeffer, Local 623, Philadelphia; George Mack, Local 561, Cleveland; John Fennerty, Local 610, St. Louis; and George Krumen, Local 105, Cincinnati.

Mass Rally in New York Planned



Madison Square Garden, Site of Rally

Vice President John O'Rourke has announced that General President Hoffa will address a giant rally of Teamster members and their families in Madison Square Garden Monday, March 14.

One of the highlights of President Hoffa's planned address will be the subject of the Kennedy-Landrum-Griffin bill, O'Rourke reported.

Expecting standing room only, Vice President O'Rourke, who is also presi-

dent of Joint Council 16, has sent written invitations to thousands of Teamsters in the New York area.

In the invitations, O'Rourke points out that "Jimmy Hoffa, better than any man in the country, can tell unionists everywhere what the Kennedy-Landrum-Griffin Act means to the Teamster member and his family."

Doors to the big Garden will be open at 6:30 p.m. and entertainment will be provided.



CORPORATIONS AND UNIONS BELONG

A businessman-turned-professor says in article that business and labor organizations have a basic right to spend money to help elect political candidates.

A businessman-turned-professor argues that corporations and unions should both be permitted to spend money for political purposes.

Leland Hazard, former vice president of Pittsburgh Plate Glass Co. and now professor at Carnegie Institute of Technology, writes in the February issue of *Atlantic Monthly* that "existing laws deprive corporations and unions of free political speech and these laws should be repealed except for the provision that such contributions and expenditures should be made public."

Hazard points out that corporations and unions "are the only American institutions prohibited by law from making campaign contributions or political expenditures."

"Corporations and unions are two of the most significant institutions in our American political economy. It is strange that they have not been more aggressive in questioning the constitutionality of an act of Congress

which bars them from political activity."

The *Atlantic Monthly* article points out that "corporations, through their managements, are supposed to be trustees for stockholders, employees, vendors, consumers, and the public. They are to pay high wages out of low profits, keep welfare benefits high but prices low, assure growth of the economy sufficient to keep pace with the Russians and at the same time protect schoolteachers' pensions from inflation, leap to the national defense with arsenals of munitions in wartime, and in peacetime supply goods for the highest standard of living in all history. But in politics, where the social demands upon the corporation are settled, the corporation as such must remain silent."

Turning to unions, Hazard writes that "we expect much of union leaders. We ask them to be statesmen in times of war and of economic crisis. We expect them to screen,

modify, temper, and sometimes reject the demands of eighteen million workers—the elite of our industrial forces. We hold all of the leaders responsible for what the worst of them do. And we remain largely ignorant of their contributions to industrial peace and productivity, because these humdrum accomplishments do not make news.

"We are constantly threatening more regulation of unions, additional curtailments of their right to strike. laws to intervene in the free process of collective bargaining. But in all these political debates the law requires unions as institutions to stand mute for lack of the legal right to contribute to campaign costs."

Hazard, a law graduate of Harvard and the University of Chicago who joined Pittsburgh Plate Glass Co. as general counsel in 1939, says: "It will be argued that corporate and union leaders can and should participate in politics as individuals on their own time and with their own funds.



IN POLITICS

But these leaders are utterly institutionalized. For a corporate or union president to take a position in his own right without reference to the interest of his organization is too much to expect. In general, such men have no time or heart for anything which cannot be done in the name of and for the specific objectives of the enterprise."

The article states that "in a democratic society which asserts the right to determine the conditions under which enterprise may function, enterprise must have the right to say its piece about what those conditions are to be. This means political action, and political action costs money. It will be suggested that corporations and unions should be content with expenditures for education on the principles for which they stand. But principles do not vote in the Congress or in the state legislatures. Men vote—if they get elected. And it takes money to get elected.

"Product advertising at \$5,000 a television minute does not disturb us, but a politician with an idea that may serve the nation is supposed to get himself elected for nothing," Hazard declares.

Justice Department Pushes Drive To Intimidate Labor Politically

THE U. S. Department of Justice carried its anti-union campaign to a new front last month with the indictment of six St. Louis Teamsters — including IBT Vice President Harold J. Gibbons and IBT political director Sidney Zagri—for allegedly making illegal political contributions.

The Justice Department announcement openly stated that the indictments were aimed at a financing plan the International Brotherhood of Teamsters was reported to be considering in connection with its new national political program.

Gibbons immediately denounced the action as "politically motivated" and an "ill-concealed attempt to frighten the labor movement out of legitimate political activity."

Under the Taft-Hartley Act, unions are prohibited from making political contributions to candidates for federal office, but individual members may make voluntary contributions to special funds for political purposes.

The plan in question—used by Teamsters Local 688 in St. Louis—permitted members to sign voluntary authorization cards allotting a certain amount of their dues to political action purposes. The union openly used these "earmarked" funds for contributions to federal candidates. A Federal Grand Jury investigated the program in 1954, and the McClellan Committee investigated it in 1958, but no indictments or reports were issued.

Following announcement of Teamster plans to undertake a nation-wide political program, the Justice Department immediately established a new Federal Grand Jury in St. Louis to probe the program and seek indictments.

The action was based on the belief—without foundation—that the International Union would adopt the "St. Louis Plan" of financing. Actually, financing of the program has been left to the decision of each Joint Council.

Gibbons described the indictments as "in keeping with the policy of the Eisenhower Administration to harass unions in an effort to weak-

en them, if possible, destroy them."

He said "our political program in St. Louis has never been a secret. The fact that the government chooses to make a test case out of it in an election year shows it is politically motivated.

"The fact that the indictment names individuals as well as the organizations involved in this program proves that it is a further attempt to intimidate union leadership. We are confident our program is legal and that we will be vindicated in the courts."

Indicted with Gibbons and Zagri were: John Naber, assistant secretary-treasurer of Local 688; William Latal, president of Local 688; and Philip Reichardt and Joseph Bommarito, business representatives of Local 405 in St. Louis.

Teamster President James R. Hoffa told the General Executive Board meeting in Miami—which was convened at the time of the indictments—that "this is not a St. Louis problem—it is a national labor problem. This is just more of the harassments to which we have been subjected for the past three years."

The Board immediately adopted a resolution pledging "all moral and financial assistance" to the six Teamster officials involved.

The Board's resolution declared that "the legal principles involved are basic and fundamental to labor's continued right and need to carry on its fight in the political arena as part of its dedication to the economic welfare of its members."

It said that "it is of paramount importance and benefit to the International Brotherhood of Teamsters and its members everywhere that these prosecutions fail, and that labor's right of political action under the law and on a voluntary basis thereby remain inviolate."

The resolution points out that "all of these political activities were engaged in pursuant to a voluntary political action program contributed to by their members, and the individuals so indicted were acting in accordance with the wishes of their membership."

Meany Criticized by Professor For Failure to Lead in ICFTU Role

A Cornell University professor has strongly criticized AFL-CIO President George Meany for his failure to supply the International Confederation of Free Trade Unions with "individuals qualified to exercise leadership."

Professor John Windmuller, writing in the magazine *New Leader*, predicted the death of the ICFTU primarily because of the stubborn attitude of the AFL-CIO leadership.

He said that Meany and other AFL-CIO leaders take a critical attitude toward the ICFTU administration, but refuse "to make the sustained long-term effort inside the ICFTU which can be the only basis for an enduring change."

Meany, Walter Reuther and other AFL-CIO leaders have been criticized previously for showing more interest in America's foreign affairs than in the affairs of the AFL-CIO members. Meany was in Europe during the Kennedy-Landrum-Griffin act battle, and Reuther never opposed the bill.

Windmuller said that "great antagonisms and disorganization were revealed" at the recent Sixth World Congress in Brussels, Belgium. "Africa and the ICFTU administration were the chief issues at the meeting . . .

"One major consequence of the Congress' failure to take concrete action," said Windmuller, "may be the resumption by the AFL-CIO of independent labor activities in Africa."

Windmuller said that Meany criticized the ICFTU for failing to take an active role in enlisting the sympathies of the emerging African trade union movement for the free world.

He predicted that the AFL-CIO may bypass the ICFTU and reestablish its own activities in Africa.

Despite all the debate and hard feeling aroused on the African issue, Windmuller said, "There was no showdown on either question, no victory, no defeat, no decision . . .

"It is difficult to visualize how it (ICFTU) could survive another Congress like the Sixth," he said.

Teamsters, UMW Defend Powell

The International Brotherhood of Teamsters and the United Mine Workers last month rallied to the defense of Congressman Adam Clayton Powell, who is in line to become the next chairman of the House Labor Committee.

Powell was attacked by AFL-CIO President George Meany, who said that Powell, a Negro minister from New York City, was a "racist" and would make a "terrible" chairman of the Committee.

Teamster President James R. Hoffa declared: "We are in complete disagreement with George Meany's evaluation of Adam Clayton Powell as chairman of the House Labor Committee."

"Powell has as much, if not more, right to be chairman of the House Labor Committee as Senator Eastland has to be chairman of the Senate Judiciary Committee. He has as much right to be chairman as Senator McClellan has to be chairman of the Government Operations Committee."

"We do not believe the Congressional seniority system always produces the best committee chairmen. But we believe that those who save their criticisms for members of the Negro race display a basic prejudice within themselves."

The United Mine Workers said that Meany's attack on Powell was, "to put it mildly, sheer stupidity."

The UMW added: "Powell is well qualified in every way to become chairman of the House Labor Committee. He has a fine voting record on matters of interest to working people."

"He is in line for the Labor Committee chairmanship because he is the senior Democrat on the committee . . . Powell, so far, has been denied his rightful position as chairman of one of the Labor Committee's subcommittees simply because he is a Negro."

Powell has an excellent pro-labor voting record during the many years he has been in Congress. He voted against the provisions of the Kennedy-Landrum-Griffin bill when it was before the House Labor Committee.

Hicks Gets Illinois Post



Teamster Joint Council 65 announced the appointment of Francis Hicks, third from left, as director of the Political Action Committee in Southern Illinois. From left to right are Teamster President Hoffa, E. E. Hughes, vice president of the Joint Council, Hicks, and Ed Loehr, research director for the Joint Council.

IBT Local Elects Slave's Son

The son of a North Carolina slave has been elected President of the 13,000-member Teamster Local 237, New York City, succeeding the late Henry Feinstein.

William Lewis, who has served as trustee for Local 237, was unanimously elected by the Local executive board to complete the remaining three years of Feinstein's term.

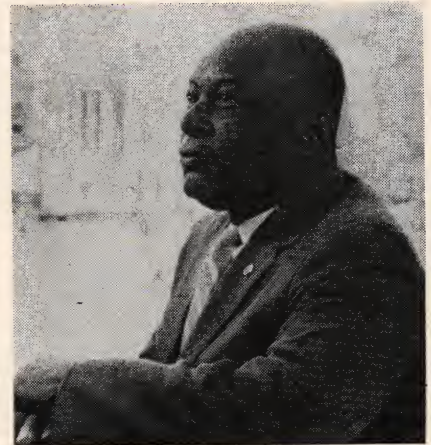
The 62-year-old Lewis was born in a two-room frame house in Battleboro, N. C., into a family of two boys and four girls. His father, who was freed from slavery as a young man after the Civil War, was a sharecropper and a part-time carpenter.

Lewis completed high school, and took a two-year course at North Carolina State Teachers College. After

graduating among the top five in his class, he was recommended on the basis of scholarship, leadership and character to the post of principal of an elementary school in North Carolina.

He was principal of the school, and taught the first three grades for two years. He then began studying for a Bachelor of Arts degree at Lincoln University in Pennsylvania.

He had to quit two years later when his money ran out. Lewis then moved to Buffalo to work in a steel mill. Later he returned to New York, again hoping to go back to college. However, he never did as he became interested in the trade union movement and joined the Teamsters.



WILLIAM LEWIS
New President of Local 237

Meany Faces Crisis On Negro Issue

Editor's Note: The following article was written by Ray Tucker, a syndicated columnist, and appeared in the Newark News and other publications throughout the country.

A crisis rivalling in danger his running feud with "Jimmy" Hoffa confronts George L. Meany as a result of the refusal of many AFL-CIO unions to admit Negroes to membership. Ironically, the latest incident involving this issue has arisen in the midst of the civil rights debate on Capitol Hill.

With membership dropping except in Hoffa's Teamsters, an outlawed unit, the AFL-CIO president fears that colored workers may boycott or even pull out of his organization to form their own labor front. It is not alone the racial discrimination practiced by many unions which has angered them and caused protests against the leadership.

Meany himself provoked them when he questioned in angry tones the right of A. Philip Randolph, head of the Railroad Porters, to speak for colored workingmen at the last convention. The reaction to this seeming slight was so alarming that the railway brotherhoods immediately opened their ranks to Negroes after years of stalling. They did not thank Meany for forcing their hand.

* * *

Denounced Powell—The AFL-CIO head also was denounced for characterizing Rev. Rep. Adam C. Powell as a "racist." Meany also said that the Harlem minister's promotion to chairmanship of the House education and labor committee was "terrible." Almost every Negro leader and publication condemned Meany for this attack on a prominent member of their race.

Now, in an apparent attempt to appease an influential and rebellious group, Meany has blamed Vice President Nixon for the colored workers' difficulties in getting jobs on federal projects.

It is a bizarre racial and political spectacle in that it involves John Roosevelt, F.D.R.'s son, and Matthew H. McCloskey of Philadelphia, leading contractor and treasurer of the Democrat National Committee.

Blames Nixon, not McCloskey—Nixon is chairman of the President's Committee on Government Contracts, and Labor Secretary James P. Mitchell is vice chairman. Roosevelt is a member. An important assignment of the committee is to prevent any racial discrimination on federal projects.

The latest flareup involves an electrical union in the District of Columbia which refuses to admit Negroes to membership. Meany charges that the Nixon group has failed to use its influence to force the union to comply with federal regulations. He maintains that it should penalize the contracting employer (not McCloskey) for continuing to deal with the offending union.

On another project last fall, Contractor McCloskey offered to bring union steel workers from Philadelphia when another local refused to hire colored men. The Nixon committee refused to sanction such "evasion." Moreover there was serious unemployment in steel ranks at Washington. The committee also felt that Meany could force the union to comply through threats of suspension or expulsion. He did not dare to discipline them.

* * *

Union politics prod Meany—Now, Meany has gone so far as to offer to procure nonunion workers for a new job in order to outmaneuver the local electricians. Under law, they cannot work on a federal contract unless they join the union within 30 days. But, with the local here refusing to accept them, they cannot comply with this provision.

Recently, Meany has begun to crack down on unions which persist in Jim Crow practices. His efforts have been futile as the officers refusing to obey him are supported strongly by their membership.

Partisan and union politics appear to prod Meany. As an outstanding Democrat, he would not be unwilling to embarrass Nixon in the midst of the civil rights controversy and in a presidential election year.

Even more importantly, having lost Hoffa's 1,500,000 Teamsters and their dues, he cannot afford to let the colored workers walk out, as some have threatened to do. It might cost him his \$50,000-a-year presidency.



MONEY POLICY

INTEREST rates in America have been artificially increased to the highest level since the Great Depression of the 1930's, and it is creating a redistribution of wealth in the nation. However, it is redistribution in reverse—the rich are getting richer at the expense of the poor.

It is and has been the official policy of President Eisenhower's Administration, since taking office, to increase and maintain interest rates at a high level. The Administration's justification for this policy, called the tight money policy, has been that "it prevents inflation."

The President has been supported by the Federal Reserve Board, a creation of Congress, which is supposedly an independent branch of the Federal government generally responsible for

establishing the basic interest rate, maintaining a stable dollar, controlling the supply of money, and policing the member banks of the Federal Reserve banking system.

Less than a month after taking office in 1953, President Eisenhower placed on the market long-term government bonds paying $3\frac{1}{4}$ interest. This was over $\frac{1}{2}\%$ more than the 2.7% the Truman Administration had been paying for identical bonds. There was no demand from the bond market for a higher interest rate, but steel magnate George Humphrey, then Secretary of the Treasury, evidently decided to reward all the bankers who had supported General Eisenhower in his quest for the Presidency.

Congressman Wright Patman of Texas, one of the foremost Congress-

sional experts on money and banking reviewed the theory of tight money in the recent report of the Joint Congressional Economic Committee.

Patman said: "When one economic group (the bankers) increases its income more than it increases its contribution to the economy, either of two things must happen:

"1. The increased income must come out to the economic hides of another group or groups (workingmen, farmers and small businessmen); or 2) if the Federal Reserve permits an increase in the money supply sufficient to pay the increased income, the result is inflation."

Both these "things" have happened. The wealthy people, who already have money, are the money-lenders. They,

through big banks and insurance companies, lend it to the people who must borrow because they don't have it. The money lenders are benefited by government policy which allows them to charge artificially-created, high interest rates. The result is that the poor get poorer and the rich get richer.

The inflation that the President has been fighting has come about exactly as explained by Patman. Eisenhower's concern about the threat of inflation is admirable, but his tight money method of fighting it has been horribly unsuccessful.

The cost of living index during the seven years of the Eisenhower Administration has regularly increased to the point where it is at an all-time high.

The November cost of living index just recently made public was one in a series of seven month increases in the past eight months, and there is no let up in sight, despite the tight money, high interest rate policy's fight against inflation.

Congressman Patman added this summary in the Joint Economic Committee report: "The effects of the tight money and high interest policies are clear enough. They have retarded

economic growth, retarded construction of schools, homes, roads and other community facilities, squeezed out small business, weakened the competitive structure of the economy and changed the income distribution in favor of the financial elite.

"But it is difficult to find anything that these policies have accomplished on the constructive side. Certainly they have not stopped inflation, and there is more evidence that they have been a principal cause of the price increases of the past several years rather than a deterrent to price increases."

The tight money policy has a severe effect on Teamster members, and all other consumers. Everything they buy is more expensive because the price of goods is increased to take care of the added cost of borrowing money.

Take the home building industry, for example. When former President Harry Truman left office in 1952, a \$10,000 federally-insured mortgage cost 4% interest. Over a 25-year period, the total interest cost was \$5,840. In 1958, the same mortgage carried an interest rate increased to 5¼%, and the interest cost increased to \$8,000. In 1959, the Eisenhower Administration increased the interest

rate on this same mortgage to 5¾%.

Automobiles, home appliances, clothing and all other consumer goods are increased similarly. Tight money, in effect, raises the cost of living, while it decreases the standard of living.

Unemployment is another good example. In October of last year unemployment was in excess of 5,000,000 people. The only way the unemployed can find jobs is through an expanding economy where industry expands and new companies are established, creating new jobs.

Nonetheless, industry expansion is retarded because existing and new companies cannot afford to expand when interest rates are at a twenty-five year high. So the unemployed remain unemployed while interest rates climb higher.

The question arises: Who benefits from tight money? The Wall Street Journal is about the best authority on the beneficiaries of high interest rates. It reported last month that "a climbing volume of loans at higher interest rates" will provide the New York City banks with a 25 to 30% increase in profits. Moreover, the Federal Reserve Board reported earlier that bank profits have skyrocketed by 145% in just the last 10 years.

High Interest Rates — Tight Money Does 2 Things

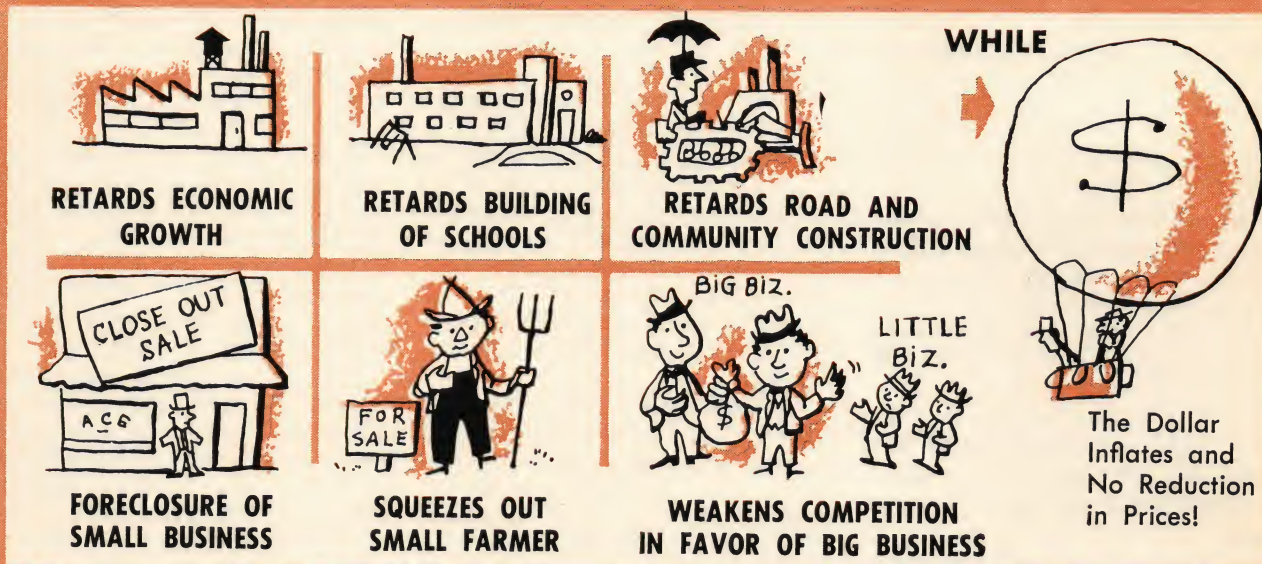


INCREASED INCOME TO BANKERS IS COMING OUT OF THE HIDES OF THE WORKERS



FEDERAL RESERVE PERMITS INCREASE IN MONEY SUPPLY SUFFICIENT TO PAY INCREASED BANKERS INCOME — RESULT INFLATION!

High Interest Rates — Tight Money Results in ...



This is the proof of the pudding that the tight money, high interest rate policy is channeling more and more of the money from average income Americans to the wealthy class. Actually, many in the so-called wealthy class are pulling their money out of blue chip investments such as General Motors and General Electric and investing it in government securities because they receive a greater percent of interest on their investment.

F.R.B. Holds Key

In large part the Federal Reserve Board holds the key to interest rates throughout the nation. As one of its tools it establishes what it calls the Federal discount rate. This is the rate of interest that the Federal Reserve Board must pay to the member banks of the Federal Reserve System.

By raising or lowering this Federal discount rate, an immediate chain re-

action is set off that goes all the way down the line to Teamster members and other Americans.

Last fall the Federal Reserve Board increased the discount rate to 4%, the highest rate since the 1920's. Immediately the big New York City banks increased their prime rate, which is the rate charged to its best customers, to 5%, also the highest in over a quarter century.

The rate to their secondary customers went over 5%. Smaller banks outside of New York City and country banks immediately increased their interest rates to 6% and over.

Vicious Circle

To the average consumer, who does not borrow but buys on credit, the prices immediately went up because the merchant selling must charge off the higher interest rate he is paying to his customers.

The *Wall Street Journal* describes this vicious cycle this way:

"A 5% interest rate on U.S. government obligations cannot exist in a vacuum; it will have its effect on interest rates for all other types of borrowing from the capital investment of business to the personal borrowings of individuals to buy homes, cars and household goods."

With all the damage that tight money has done to the pocketbook of the American worker, the farmer and the small businessman, who incidentally are liquidating and going into

bankruptcy at an alarming rate, it would appear that President Eisenhower would order a let-up in the tight money policy.

But the exact opposite is what is happening. He is attempting to force interest rates even higher, and saddle his high interest rate, tight money policy on the nation for years to come.

At the present time there is a 40-year-old law that establishes 4¼% interest as a ceiling the government can pay on long term financing. The law was passed by Congress in 1917 in the Liberty Loan Act.

The 4¼% maximum interest rate has not prevented the government from borrowing all the money that it has needed during such expensive crises as World War I, a minor depression and a high interest boom in the 1920's, the Great Depression of the 1930's, World War II, post-World War II readjustment and the Korean War.

Yet in an era, applauded by the Administration as "great prosperity," President Eisenhower has asked Congress to remove the maximum 4¼% interest rate so that he can pay the big banks 5% interest and more on long term government borrowing.

Eisenhower is the only President, dating back to George Washington, who has made such a request to Congress, and America has had many expensive financial crises since Washington's time.

**NO HIRING
FOR NEW
PLANT
CONSTRUCTION**

**DUE TO
LACK OF
FUNDS**



The International Teamster

Interest payments on the national debt, which is in the neighborhood of \$285 billion, presents an interesting, if sickening, story. When President Eisenhower took office the annual interest paid on the national debt was \$5.8 billion annually, as compared to the present \$9.3 billion.

This interest payment is the largest expense that the government must meet this year, other than expenses for national defense. The nearly 50% increase in the past seven years is a direct result of the tight money, high interest rate policy, and, obviously, the only group benefiting from this increase is the money-lenders.

To the average income Americans this huge increase is like a new form of Federal regressive sales tax that is paid by them, but not by the wealthier class. To more accurately present the magnitude of the increase, it is larger than the total \$7.9 billion expenditures made by former President Franklin Roosevelt in 1939 to run the entire Federal government.

In 1960, the Federal government must borrow approximately \$100 billion. Most of the new borrowings will go to pay off old borrowings that have come due.

If the President has his way, the \$100 billion of new borrowings will be at an interest rate about 5% or at least $\frac{3}{4}$ of 1% increase. This perhaps doesn't sound like much to pay until you compute the additional cost.

According to Congressman Byron Johnson of Colorado, "an increase of $\frac{1}{4}$ % will add \$250 million to the cost of the national debt the first year."

If Congress is foolish enough to remove the $4\frac{1}{4}$ % maximum interest

WHO BENEFITS FROM HIGH INTEREST?

145%



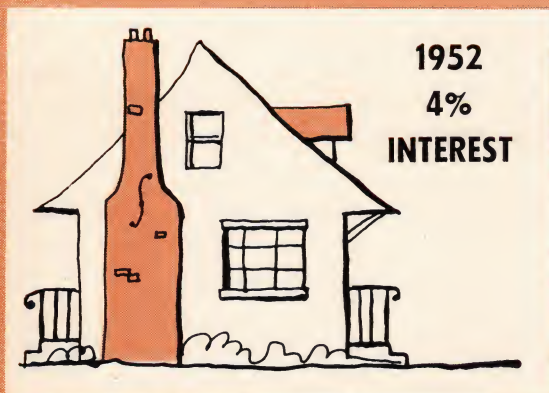
SOURCE: WALL STREET JOURNAL

rate, Eisenhower is sure to sell long term bonds for 5%. This means that the taxpayers will be paying an additional \$750 million on the national debt next year, and probably \$1 billion in 1962. Moreover, it would have to continue to do so for the next 20-30 years.

Congress refused to remove the maximum $4\frac{1}{4}$ % last year, and has

given strong indications that it will refuse this year. Recently, the House Ways and Means Committee approved a compromise measure which has the same effect as removing the $4\frac{1}{2}$ % maximum interest rate. Teamster members should write their Congressmen and urge them to oppose this compromise. Interest rates should come down, not go up.

HIGH INTEREST HITS THE TEAMSTERS POCKET



**\$10,000 FHA 25 YEAR LOAN
TOTAL INTEREST \$5,840**



**\$10,000 FHA 25 YEAR LOAN
TOTAL INTEREST \$8,000**

**1960
WITH
5 3/4%
INTEREST
•
THE
COST
?**

Member Runs For Mayor



On his Wisconsin trip, President Hoffa greeted Earl Farver (left), a member of Teamsters Local 120, St. Paul, and candidate for mayor of Mauston, Wis. Hoffa told him: "We like to see our membership take an active part in politics."

ICC'S New 'Unrealistic' Accident Reporting Rule Protested by ATA

The American Trucking Association has protested, and the International Brotherhood of Teamsters is considering a protest, against the Interstate Commerce Commission's new regulations for reporting accidents involving the trucking and warehouse industry.

The ATA called the new rule "unrealistic," and said that the industry "can never hope to have an accident free day again."

Here is an example of how the new rule operates, as interpreted by ATA's safety department:

"A truck driver pulls his tractor trailer rig into his home terminal after completing a 300-mile trip, and, as he steps from the cab, twists his ankle on a loose stone lying on the pavement.

"A minor mishap? No, not, in the eyes of the ICC. . . . The truck driver's mishap is an 'accident' which must be reported in writing to the ICC."

ATA protested that "even such a common occurrence as a freight handler bruising his shin as he loads a crate on to a truck is to be included in an expanded quarterly report to the ICC as an 'accident.'"

"In fact," ATA declared, "according to the ICC's proposal, a truck has only to be in the vicinity of an accident to be considered involved in an accident.

"Thus, if a truck is parked while making delivery and two cars collide in the same block, the company which owns the truck has to label the incident as an 'accident' and include it in its quarterly accident report."

The trucking industry has been a leader in the field of highway safety. It has been the only group of highway users which has shown real progress in cutting down its accident rate.

According to ATA statistics, in 1948, trucks accounted for 18% of the motor vehicles registered in the nation, but only 17% of all highway accidents involved trucks.

This year trucks comprise 16% of all vehicles registered in the nation, but are involved in only 11% of all the highway accidents.

The ICC's inconsistency is exposed by the fact that 10 days previous to issuing the new rule, it abolished another rule that required the industry to report property damage accidents of less than \$250. Previously, the industry had to report every accident involving damages of \$100 or more.

Chamber Politics Aimed at Labor

Chamber of Commerce political action is aimed at labor, and it is "eyewash" to claim it has patriotic motivation, according to a big business executive.

Arnold Maremont, president of Allied Paper Corp., told a Los Angeles Town Hall meeting that "political action courses" sponsored by the Chamber of Commerce and many corporations are nothing more than indoctrination sessions to help win anti-labor legislation.

"I have never heard responsible union leaders argue that labor ought to engage in politics for the purpose of 'clobbering' business. I think that anyone who argues that business must get into politics in order to take a fall out of labor is doing a distinct disservice to himself, his corporation, and his country," Maremont said.

"I suggest that if corporations want their executives to be trained in politics, they let the schools and colleges do that job. Why don't they take the funds they spend on company classes, turn them over to a college, and let the college teach political courses for executives? Most colleges would welcome the opportunity. But no, the corporations run their own classes because they want to control what is taught.

Senator Curtis Changes Tune

Sen. Carl Curtis (R., Neb.) belated as loud as any other anti-labor Senator for detailed reporting of union activities under Federal law. Now he is fighting just as hard against telling Uncle Sam about his own election expenditures.

Curtis told the Senate during debate on the "clean elections" bill: "Problems are not necessarily solved by placing them in the hands of the Federal Government and thus removing them further from the electorate. An addition to the Federal bureaucracy for any laudable purpose is not a solution to the problem."

The Nebraska Republican, who is up for reelection this year, urged the most detailed and punitive Federal reporting requirement for trade unions as called for by the Kennedy-Landrum-Griffin Bill, which he supported wholeheartedly.

One Bedroom, 5 Millionaires

Five millionaires are registered in a one-bedroom apartment in Boston, Mass. Impossible as it sounds, that is the charge made against the Kennedy family by Ralph Granara, a prominent Massachusetts Democrat.

Three Kennedy brothers and two of their wives have been registered as voters, listing their address as 122 Bowdoin Street, Boston, according to Granara.

Bobbie is a resident of Virginia, although a native of Boston, but he attended the 1956 Democratic Convention as a Massachusetts delegate. Granara is taking his objection to the state Ballot Commission to force Kennedy to go to the Democratic Convention as a Virginia delegate, if he insists on going as a delegate.

Report Hints Kennedy-Reuther Deal For Presidential Support

Republican members of the anti-labor McClellan Committee charged that Robert Kennedy refused on several occasions to conduct an investigation of United Auto Workers President Walter Reuther.

The Republican charges immediately caused a sensation, and simultaneously strengthened the long standing rumor that a political deal was made between Kennedy, his brother Senator John Kennedy and Reuther.

Reuther Pact

The rumor that the Kennedys and Reuther have never been able to satisfactorily put to rest is that the Kennedys agreed to go easy on Reuther, providing Reuther would support Kennedy for the Democratic Party's Presidential nomination. Senator Kennedy was a member of the McClellan Committee. Robert Kennedy was the chief counsel.

The GOP report strongly disagrees with the Democrats on the Committee. The report was leaked to selected newsmen before final approval, but Senator Barry Goldwater of Arizona confirmed the existence of the report.

According to newsmen, the report stated: "One of the most fantastic developments from the Committee is the absurd claim that this Committee has found the UAW to be free of corruption, misappropriation of funds, bribery, extortion, collusion with the underworld and denial of basic rights to its membership.

"Such an investigation was not conducted. In fact, attempts to initiate and to develop such an investigation were successfully resisted and actually prevented by the chief counsel (Robert Kennedy)."

Republican members said that the Kennedys confined the investigation of Reuther and the UAW to labor disputes, and Reuther's personal income tax returns.

"Only the 1942-1957 personal income tax returns constituted the extensive investigation of Walter Reuther," the GOP members said. "Yet, the Treasury Department filed a \$3,250,000 income tax claim on the UAW, Reuther, Mazey . . . for expense money paid them, but with no accounting required by the union for the years 1955-1957.

Quietly Settled

"The case was quietly settled for \$106,000," the Republicans disclosed.

"We resent," the report went on "this attempt to place the power and prestige of a Committee of Congress at the disposal of Reuther to enable him to cite the Committee report as proof that the UAW is a model, democratic, clean union."

To off-set the expose by the Republicans, Robert Kennedy immediately released one chapter from his book that was not scheduled for release until later in the month.

The book, which is a poorly-written rehash of all the unfounded charges made by the McClellan Committee, is considered to be a publicity gimmick to aid Senator Kennedy's campaign for the Democratic Presidential nomination.



Inviting Distrust

THE JUNEAU COUNTY CHRONICLE

Oliver Witte sr., Publisher

Oliver Witte jr., News Editor

Published every Tuesday at Mauston, Wisconsin. Entered at the Post Office in Mauston as Second Class mail matter. SUBSCRIPTION RATES: \$3.00 per year, in Wisconsin; \$3.50 out of state. Combination rate, Chronicle and Mauston Star, \$4.50 per year in Wisconsin; \$4.75 out of state.

Member of

Wisconsin Press Ass'n. — National Editorial Ass'n.
Single Copy -----10c

A small-town newspaper editor tried to set the record straight last month after President James R. Hoffa's weekend trip to Lake Delton, Wis., to help solve the problems of some 325 Teamster members there.

The Juneau County Chronicle, a sprightly weekly published at nearby Mauston, Wis., took Bobby Kennedy to task for the way he falsely interpreted the meeting. Said the Chronicle: "It's pretty shady politics to employ gross distortion of the truth to win votes."

But the Chronicle went even further—"Sen. Kennedy and his supporters are not the only ones guilty of distorting the truth about what Jimmy Hoffa said at Lake Delton," said an editorial in the Feb. 2 issue.

"In his talk, the Teamsters Union president charged that TV, radio and the newspapers deliberately distorted the truth about his activities as a union leader.

"It was with dismay, therefore, that we saw all three mediums in the next two days prove how right he was!"

The full editorial, entitled "Inviting Distrust for Themselves," follows:

Sen. John Kennedy lost considerable stature as a presidential candidate during the past week with at least one group of Wisconsin citizens—the truck drivers.

The senator's brother, Bob Kennedy of congressional hearings fame, was in the state following Jimmy Hoffa's visit and made a number of television and radio appear-

ances. His presence in Wisconsin was obviously designed to enhance his brother John's chances of winning the Democratic primary race against Sen. Hubert Humphrey.

In these radio and TV interviews Bob Kennedy charged that the teamster union president had denied Mauston truck drivers the right to organize their own union local. The reference was to Mr. Hoffa's appearance at a special union meeting in Lake Delton last week, Sunday.

By actual count, 837 truck drivers and their wives and a few guests attended the Lake Delton union meeting. They know that Mr. Hoffa did not deny them the opportunity to organize a local of their own at Mauston. The Mauston newspapers had three reporters present before, during and after the business meeting and banquet. All three are agreed that at no time did the teamster union president say anything that should have been interpreted as a dismissal, rejection or denial of the drivers' democratic rights.

What he did was to point out some of the unknown and less-apparent disadvantages accruing to a small union local, such as there would be here. On the basis of this information he recommended reconsideration of the proposal to organize a new local in Juneau county.

When he had finished, a motion from the floor asked for a vote of confidence in the union leadership. A rising vote carried the question unanimously.

To begin with, there was only a very small percentage of the drivers who wanted their own local. Even a preliminary investigation long before the meeting at Lake Delton revealed to the men that they would lose considerably in benefits and would have to increase their dues drastically just to meet basic operational expenses.

One of the most important points brought out against the practicability of organizing a new union local was the restrictive provisions of the new Landrum-Griffin bill. Bob Kennedy, Mr. Hoffa pointed out at the meeting, helped to draft it, and his brother John voted for it.

Here's What Milwaukee Journal Reported

"Only the Milwaukee Journal captured a true picture with both its headline and its account of the meeting," said the Juneau County Chronicle of the Lake Delton session (see above). The article's headline stated "Hoffa's Visit Shows Why He Is Strong." A smaller headline pointed out: "Interest in Problems of Wisconsin Members Indicates How He Gains Loyalty." Here is what the article, written by John D. Pomfret, said in part:

Lake Delton, Wis.—The most significant thing about James R. Hoffa's trip to Wisconsin Sunday—the first since he was elected president of the International Brotherhood of Teamsters in 1957—is simply that he was here.

Hoffa's visit is a prime illustration of why, despite the fact that he has been under almost continuous attack by the senate rackets committee and other groups for two and one-half years, he still has the support that

counts the most—rank and file teamsters.

Hoffa is a man with enormous problems.

He is Busy

His union was expelled from the AFL for domination by corrupt influences soon after he was elected to head it.

Running the 1,634,000 member teamsters' union—the world's largest—is a major chore in itself.

In less than a month, trial of a civil action brought by court appointed monitors and aimed at removing Hoffa from office is to begin in federal court at Washington, D. C.

But, despite those and other problems, Hoffa flew in from Detroit by chartered plane to resolve a matter affecting 325 truck drivers in the Mauston-New Lisbon area.

Hoffa obviously does not take the loyalty of his members for granted. He works hard for it. No problem is too small for his attention.

He Speaks Language

Further, Hoffa speaks the language of the rank and file. They understand what he says and he understands how they think.

Sunday's meeting here was packed. About 600 persons, mostly the Maus-

for Themselves

It would seem, then, that if anyone had deprived Juneau county truck drivers of the opportunity of organizing their own local, that it was Sen. Kennedy, not Mr. Hoffa.

It is one thing for Sen. Kennedy or his supporters to try to capture votes at Mr. Hoffa's expense. But it's pretty shady politics to employ gross distortions of the truth to win votes.

However, Sen. Kennedy and his supporters are not the only ones guilty of distorting the truth about what Jimmy Hoffa said at Lake Delton.

In his talk, the teamster union president charged that TV, radio and the newspapers deliberately distorted the truth about his activities as a union leader.

It was with dismay, therefore, that we saw all three mediums in the next two days prove how right he was!

Here are a few examples.

One of the insignificant parts of Mr. Hoffa's appearance in Lake Delton was that he was served with a federal summons in which the International union is a defendant in a civil suit against the head of a now-defunct teamster local in Milwaukee. This was done on a Sunday—a day on which serving such a paper had no legal standing. Yet it was rigged, for publicity purposes, to make the union and Hoffa look bad in the eyes of the public. In view of Bob Kennedy's statements to the press, TV and radio, one wonders if Sen. Kennedy and his supporters were behind this, too.

The Milwaukee Sentinel began its report of the Lake Delton meeting with a bold headline, "Hoffa Arrives In State, Greeted With Court Paper," and introduced this at the beginning as the most significant part of the story. Later in the story, the Sentinel reported that the bid for a local in Mauston had been "rejected."

Also contrary to the truth, the Capital Times, despite a well-known record of defending the rights of labor, carried this headline over its account of the meeting, "Hoffa Refuses Mauston Contract." Its report of the afternoon's

events included the statement that the teamster union president "dismissed a request to form a separate contract with a rather perfunctory, 'No' . . ."

The Wisconsin State Journal followed suit with the misleading bold type headline, "Mauston Drivers Told: No Charter." However, if one read the story as well as the headline, one would find no substantiation for what the big, bold type shouted. The story itself was a factual report of the meeting.

The radio and TV reports of the meeting we happened to catch also distorted their accounts of the meeting, giving a negative impression of Hoffa and what he had said.

Only the Milwaukee Journal captured a true picture with both its headline and its account of the meeting.

Whether one agrees with Mr. Hoffa and his leadership of the teamster union and their activities or not, it is a sordid picture the various news mediums painted of themselves. They went out of their way to advertise to the 837 people present that they can't be relied upon to give a news report of a routine meeting without distorting the truth.

Those people both read and heard a deliberate attempt on the part of the state's press, TV and radio to mislead readers and listeners in Wisconsin. Since they were there and know what the truth is, they will always wonder how much dependence they can put in what they read in the state press or hear and see on radio and TV.

Introducing shady politics into a political campaign in Wisconsin can succeed only with the help of the various news media.

Surely the purveyors of news trying to help politicians climb to success by trampling over Hoffa and the teamster union, can find some justifiable and vulnerable points on which to attack them.

By using distortion and untruth they appear to be admitting that there are no legitimate areas of vulnerability in either Mr. Hoffa or his union.

ton-New Lisbon drivers and their wives, attended. Hoffa would not give them what some of them reportedly wanted—a local union of their own. Even so, by the time Hoffa finished his nearly two hour long speech, he had the drivers with him.

Mauston is a break point on the truck run between Chicago and Minneapolis-St. Paul. The drivers who live in the area belong to teamsters' Chicago Local 710, Minneapolis Local 544 and St. Paul Local 120.

Hoffa led his audience through a lengthy recitation of the struggle by the union to win area-wide labor agreements equalizing the wages and conditions of intercity and local cartage drivers and dock workers in the midwest and south.

Scope is Stressed

He said the only way to deal with trucking firms with far flung operations was on a national basis.

He pictured the senate rackets committee investigation as a conspiracy between the employers, their "pup-pets" in congress and the press, radio and television, aimed at the teamsters' union because it had won substantial gains for its members.

"This is what the problem is all about," said Hoffa. "Not that Hoffa's a racketeer."

It would be, Hoffa said, "one of the saddest mistakes" for the Mauston area intercity drivers to have a local of their own.

"No freight is made up at the break bulk point," Hoffa said. "Your strength does not lie here. It lies at the points of origin and destination where you have the dock and city drivers to support you, well financed locals to support you and the respect and fear of the employers not to want to fight you."

New Costs Seen

Were a separate Mauston local to be established, Hoffa said, union dues would have to be increased to pay attorneys and accountants whose help would be necessary for the local to comply with the reporting requirements of the new labor reform law.

The new local's representatives would have to travel to Chicago and Minneapolis to settle grievances, he added. The employers, he said, would threaten to move the transfer point if the drivers did not do what the employers wanted.

Further, Hoffa said, the employers could refuse to deal with a new local until it had gone through potentially lengthy national labor relations board certification proceedings and afterward could insist on negotiating a new labor contract.

An open letter to Robert Kennedy on 'dirty business' of 'wiretapping'

As you know, Section 605 of the Federal Communications Act (47 U.S.C. 605) makes it a criminal offense to intercept and divulge telephone communications without the consent of the parties to such conversation. The penalty for such "wiretapping" is imprisonment up to *one* year or fine up to \$10,000 or both.

During the course of the McClellan Committee Hearings, you used and publicized telephone conversations which had been intercepted by the New York Police Department in clear violation of this law. Objections to the use of such wiretapped information were overruled on the basis of the fact that although such wiretap and divulgence of the conversation would have been illegal if directly engaged in by your Committee, it was permissible to divulge such conversations because the violation of federal law, if any, was committed by local police under New York state law. (Transcript, Part 13, p. 5120, August 21.) Apparently, you did not agree at that time that there was any legal or moral limitation upon the use and divulgence of such wiretap material, even though Mr. Justice Holmes (with Justices Brandeis, Stone and Butler concurring) had called it "dirty business" in *U. S. v. Olmstead*, (277 U. S. 438) and the United States Supreme Court in *U. S. v. Nardone* (302 U. S. 379 and 308 U. S. 338) said that such practices were "inconsistent with ethical standards and destructive of personal liberty."

In spite of such decisions you permitted the use of the wiretapped conversation. Incidentally, your brother, Senator John Kennedy, left the hearing room while objection was being made to the use of the wiretaps (printed testimony, Part 13, p. 5119) but returned shortly thereafter (p. 5123) and questioned the witness with respect to the illegal taps (pp. 5124, et seq).

Within four months (December, 1957) after you permitted the use of this wiretap information the United States Supreme Court in *U. S. v. Benanti* (355 U. S. 96), unanimously ruled that the New York law was in violation of Section 605 of the Federal Communications

Act (47 U.S.C. 605) and that any evidence procured under color of that unconstitutional law was not admissible in federal proceedings. The court made it clear that "Section 605 contains an express, absolute prohibition against the divulgence of intercepted communication" citing the *Nardone* case which was decided in 1937, twenty years before your Committee overruled objections to the same kind of divulgence. The Benanti decision finally settled any doubt remaining over the legal problem.

In spite of this decision, you permitted the printing of the illegal wiretaps in subsequent printed transcripts (Printed Transcript, Part 13, pp. 5120-5121; 5156-5157; 5166-5169; 5188-5189; 5194-5195; 5200-5201; 5251-5252; 5260-5262) and in reports of the Committee (Interim Report, March 24, 1958—Pages 213-214, 216-217); and you referred to and quoted from these same illegal wiretaps in your book (pp. 77-89) published more than two years after the Benanti decision.

May we remind you of what Justice Brandeis said in the *Olmstead* case: "And it is also immaterial that the intrusion (wiretapping) was in aid of law enforcement Experience should teach us to be most on our guard to protect liberty when the government's purposes are beneficent. Men born to freedom are naturally alert to repel invasion of their liberty by evil-minded rulers. *The greatest dangers to liberty lurk in insidious encroachment by men of zeal, well-meaning, but without understanding.*

* * * Decency, security, and liberty alike demand that government officials shall be subject to the same rules of conduct that are commands to the citizen. In a government of laws, existence of the government will be imperilled if it fails to observe the law scrupulously. Our government is the potent, the omnipresent teacher. For good or evil, it teaches the whole people by its example. Crime is contagious. If the government becomes a law-breaker, it breeds contempt for law; it invites every man to become a law unto himself. It invites anarchy."

How can you reconcile your professed high regard for the rights of individuals and for constitutional guarantees with your willingness to use evidence which was obtained in violation of federal law, and your continued use and reference to such evidence, although the United States Supreme Court has clearly ruled it illegally obtained, not properly admissible as evidence, and "inconsistent with ethical standards and destructive of personal liberty"?

Is this the measure of your devotion to personal liberty and human dignity?

Teamster Sculptor

*Local Union Officer's
Work Is Featured in
New York Showing*



Al Reger and his family.

Al Reger is a living, walking commercial for the cigarette company that boasts "a thinking man's filter." He is first a Teamster official, and second a talented sculptor.

Last month, Reger, who is secretary-treasurer of Teamsters Local 522 in Newark, N. J., exhibited his prize statues at an artistic cafe in New York City.

This captured the fancy of Bill Slocum, nationally famous columnist in the *New York Daily Mirror*. He wrote, "If it seems odd that a major official in the toughest union in the world is a sculptor, it seems even odder that his work is downright delicate, even elfin."

Reger explains his hobby this way: "I always liked pictures, but I couldn't draw a straight line. But I can use tools. When my wife said I needed a hobby I dropped into a sculpture class, and I liked what I saw."

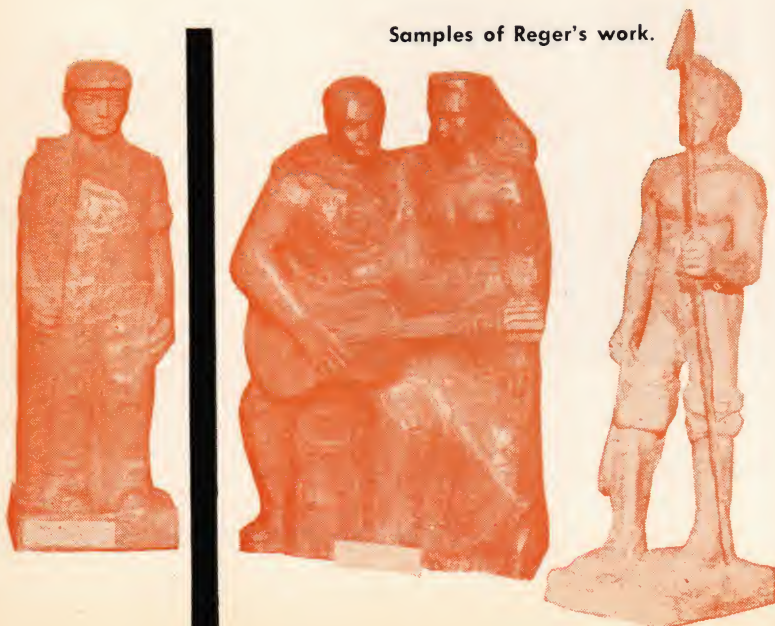
That was over three years ago, and Reger has been studying sculpturing ever since. Every Wednesday night, he attends class under the leadership of sculptor Dominico Facci.

When I was a kid in Brooklyn," Reger said, "the only people who were sculptors were crazy people or sissies. Some of my union members saw some of my work in my office, and they looked at me kind of funny."

"They must have thought I was going nuts, but they knew I wasn't a sissy."

Reger added that some of his members have ventured over to the New York cafe for an inspection of his art. After looking, they just shake their heads, and walk away.

Samples of Reger's work.





Chicago Teamster leader Ray Schoessling, left, president of Joint Council 25, played a leading role in organized labor's effort to raise funds for the Chicago Council of Boy Scouts. With Schoessling are Thomas Nayder, secretary of the Chicago Building Trades Council; William Lee, president of the Chicago Federation of Labor, and scouts George Wojtychiw, M. Whiteside and D. Skorka.



Teamster Miss recently modeled one million dollars worth of jewelry at Montgomery-Ward's Albany (N. Y.) retail store. She is Mildred Guoli, a member of Local 794, who works as an elevator operator at Ward's.

Picture Parade



John Campbell, treasurer of New York Teamster Brewery Workers Joint Board, second from left, presents check for \$1000 to Jack Clark, president of Steelworkers Local 4355 as first payment to strikers at the Phelps Dodge copper plant in Maspeth, N. Y. Strike aid was collected in shops of Teamster unions.

Starting out in Vancouver, Washington, Charles Scribner, left, and Bill Taylor, members of Teamster Local 501, drive on most every highway in the United States with their load of concrete block machines. Their recent trip to Halifax, Nova Scotia, saw the Teamster team log well over 7800 driving miles.



Disabled war veterans are remembered by United Gold Star Post 7278, comprised chiefly of Teamster members in New York City and vicinity. Shown above distributing gifts at Fort Hamilton Veterans' Hospital, Brooklyn, are (back row, from left): John Vecchio, business representative, and Edward Conway, secretary-treasurer, Local 804; Frank Keeton, post county commander of Brooklyn; and Victor Barbera, United Gold Star Post commander and member of Local 804.

New York Teamsters have donated \$2,000 to the Mt. Kisco Four Mothers Fund. Edward Corrigan of Joint Council 16, third from left, presents the second \$1,000 check to officials of the Fund, which is being raised to assist four young mothers, all with children, who were injured in a November accident. One of the women injured was the wife of Teamster Anthony D'Andrea.



IBT Mail Sets Record

More than 100,000 letters and telegrams were handled by the Mail and Records Department of the International Brotherhood of Teamsters, and previous records in every phase of the Department's operations were shattered during 1959.

This was contained in the annual report of Gene Garner, head of the Department, to President James R. Hoffa last month.

Garner supervises the handling of all incoming mail and telegrams, and other material, such as newspaper clippings. The material and correspondence is indexed, cross-referenced and filed in a central filing system.

Under this operation, all correspondence and other material can be easily located, and charged out to any member of the International staff. With the cross references, a complete file on any subject is readily available.

There were 91,324 pieces of mail in 1959. This compares with the 63,948 pieces in 1958, and the 48,212 in 1954. The General President's office, including the Executive Assistant to the General President, received 26% of the total mail. The International Library followed with 20%.

There were 12,791 telegrams in 1959, as compared with 10,343 in 1958, and only 3,660 in 1954. Filing and indexing jumped from 90,000 in 1958 to 128,849 in 1959. This compares with only 53,944 in 1954.

The Mail and Records Department also distributes the incoming mail each day, and additionally handles the many hundreds of people who come to the International Building for tours. The Department staff consists of only five people.

Kennedys Attempt To Buy Victory

Former presidential candidate Adlai Stevenson, visiting in Costa Rica, charged that "the amount of money being spent" on Senator John Kennedy's presidential campaign "is phenomenal, probably the highest amount spent on a campaign in history."

The statement was made to a New York Times reporter, covering Stevenson's goodwill tour of Latin American countries.

Meanwhile, in the Wisconsin presidential primary, where Kennedy is battling it out with Senator Hubert Humphrey, the Kennedy money question has become an issue.

Humphrey, with only his salary as Senator, said that the multi-millionaire Kennedy family was on a "spending spree." He suggested that Kennedy meet him in a series of debates to cut the costs of the campaign.

Kennedy refused the proposition as he has on several previous challenges made by Teamster President James R. Hoffa and others. He has instead suggested that a ceiling be put on the amount of money spent in the campaign, but just for advertising.

Humphrey sources replied, "We will be happy to sit down and agree on a maximum figure if it doesn't take

too much time away from our efforts to raise the minimum."

Discussing the Kennedy family's millions, Stevenson said, "All this spending and show of power is not a good thing politically because people are apt to show a natural sympathy for the underdog."

Kennedy has practically his whole family campaigning for him in Wisconsin, plus a paid professional staff many times the size that Humphrey can afford. In addition, Kennedy has a \$500,000 twin engined Convair airplane that he uses to fly all over the state. Humphrey must ride the commercial airlines.

Labor Gets Another Taste of K-L-G

More than 50,000 trade union organizations received another taste of the anti-labor Kennedy-Landrum-Griffin bill last month. This time it is financial reporting forms.

The Department of Labor announced that two financial forms were mailed to all labor organizations early last month. One is a detailed form, and the other is the simplified form.

Earlier, the Labor Department issued so-called labor organization

Colleagues Rate Kennedy Poorly

Senator John Kennedy's Democratic colleagues in Congress do not think much of his ability to be President of the United States. They rate him a poor third in a poll released by Congressional Quarterly.

Tops Kennedy

Topping Kennedy by big margins were Senators Lyndon Johnson of Texas and Stuart Symington of Missouri. Two-time loser Adlai Stevenson and Senator Hubert Humphrey of Minnesota trailed Kennedy.

Republican members of Congress were nearly unanimous in their support of Vice President Richard Nixon for the Republican presidential nomination.

Congressional Quarterly, a highly influential and non-partisan reference on Congress, asked each member of Congress to give "your judgment on your party's strongest possible ticket."

Sixty-three percent of the Democrats said Senate Majority Leader Johnson, who has a strong anti-labor bias, similar to Kennedy. Thirty-five percent said Senator Symington, and only 28% favored Kennedy.

His Way or No Way

Kennedy was the Democrats' choice for Vice President, which he has previously declined because it is not worthy of his "ability."

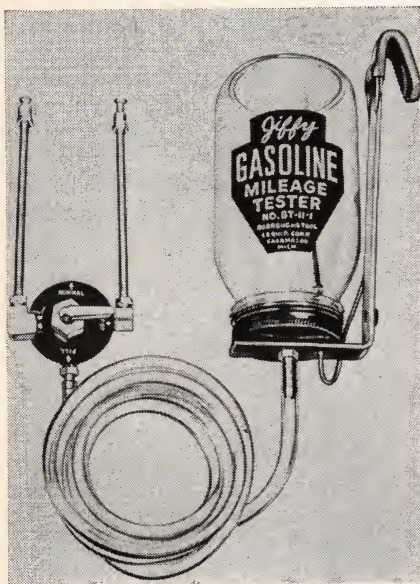
New York Governor Nelson Rockefeller was the choice of Republicans as a running mate for Nixon. However, Rockefeller has two years to go as the chief executive of New York.

information reports to labor organizations whose fiscal year ended after December 15, 1959. These reports are now available to any employer desiring to see them. Employers may look at them at the Department of Labor or have them photostated for their personal use.

The detailed financial reports must be used by all labor organizations whose gross annual receipts are \$20,000 or more. This group includes roughly 75% of the total union membership in the nation.

WHAT'S NEW?

Simple, Economical Gas Mileage Tester



A Michigan firm is marketing a "do-it-yourself" gas mileage tester designed to retail at \$8.95 and described as absolutely accurate, easy to install, easy to use.

This device consists of: a) A glass container that holds exactly one quart and is self-filling. This has a screw cap and is attached to a metal piece which extends upwards at right angles parallel to the container to form a hook for hanging onto the edge of a lowered car window; b) flexible, plastic, transparent tubing; c) a bronze, three-way, easy-to-operate valve that fills the jar, permits the test to be run from the quart jar and also permits the car to be run normally from its own gas tank; d) an instruction sheet of easy-to-understand directions for anyone to test car mileage.

In use, the three-way bronze valve is hooked onto the fuel line between the carburetor and the fuel pump, the container hung outside the car door in easy viewing range and the valves set according to instruction. The mileage is checked on the speedometer until the jar is empty.

• • •

Pipe Expander Cuts Muffler Labor Costs

Because of the quick, easy expan-

sion it gives to nipples and pipes, it is claimed that a pipe expander tool can cut muffler labor costs. Fabricated of high alloy steel, the tool needs only a wrench to take up a nut that expands eight wedges. Expanding over two inches of pipe end, uniformly and accurately, the device fits all pipes from 1½ inch to 2¼ inch.

• • •

Overload Air Spring Lifts Truck Beds

Capacity-loaded truck beds can be lifted 6 inches through the installation of an overload air spring featuring butyl cylinders which slip inside rear coil springs. Operating on air pressure, the unit has air hoses, extending from coil springs to sides or rear of truck. Air pressure can be increased or decreased and the appliance comes in two models, for ½-ton and for ¾-ton trucks.

• • •

Frozen Nuts Split With Easy Hand Tool

A simple hand tool is being marketed to split "frozen" or rusty nuts up to and including 7/8 inch across flats. This swivel-jawed device that cuts at any angle is placed against the side of the nut then tightened with a hand or power wrench until enough pressure is applied to split the nut. "Mushrooming" of the tip and power screw under pressure needed to split nuts is prevented by the hardening and tempering treatment given the steel. Hand grips on the tool are plastic to prevent slipping.

• • •

Mud Flaps Fulfill Safety Requirements

Compliance with the new Illinois mud flap law can be handled in a low-cost way through installation of a new mud flap which features a loop design that permits the bracket to absorb road shock and to adjust automatically to wind and road conditions. Easily installed, the mud flap bracket

prevents mud and ice accumulation on the flap.

• • •

Temperature Gauge Attaches to Regulator

Settings on the voltage regulator made without reference to the temperature of the regulator can cause problems in under- or over-charge rates. To solve this problem, a Michigan firm is presenting a temperature gauge which sticks magnetically to the voltage regulator, supplying any temperature information needed in the regulator adjustments.

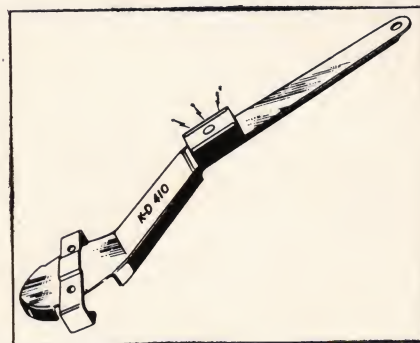
• • •

Laminated Tape for Shop, Terminal Layouts

For preparing shop and terminal layouts, a New York firm is offering a new laminated tape which consists of two layers of matte acetate. Symbols are printed on the top of the bottom layer and then laminated to the top layer. A clearer reproduction is given by diazo processes and the printing is protected by the overlay.

• • •

Radiator Cap Wrench Offers Ease, Safety



Ample leverage for all caps can be easily and safely applied with this radiator cap wrench. It features a channel construction and is claimed to be rustproof. While the radiator is being tested or filled the cap is held in the tool and hung on the gas pump or fender—leaving both hands free. A permanent magnet attached holds the wrench to any steel surface when not in use.



LAUGH LOAD

So Unjust

Traffic Judge: "Alcohol, and alcohol alone, is responsible for your miserable condition."

Greasemonkey: "Oh, thank you so mush, yer Honor. You are the firsh one who hasn't said it'sh all my fault."

Minor Detail

They made such a Federal case about picking the first group of astronauts. You know, the fellows they're going to shoot into space.

"These boys," they announced, "have got to be clever, daring, and fearless." The truth is we've got thousands of boys who can answer to that description. The only trouble is that they're all 4 years old.

No Fair

Safety Department Steno: "I want a 12 ounce bottle of perfume that will set the blood coursing passionately through the veins of my boy friends."

Salesgirl: "Surely. I have a brand here that will satisfy your maximum requirements. But, frankly, I consider it unsportmanslike. It's sort of like dynamiting fish."



"I'll put it this way . . . the truck is in excellent condition, but it's carrying too much cargo!"

Broad-Minded

Mistress (handing out laundry)—My husband writes his engagements on his shirt cuffs. I hope you don't mind.

New washlady—Oh, no, ma'am. I loves a bit of scandal.

Arrived

For years the hobo slept under bridges and in ditches. Then one night he switched to culverts—and became a man of distinction.

No Favors

Domestic Relations Judge: "Mrs. Dildock, I think that you ought to give your husband a divorce."

Shop Foreman's Wife: "What? Why, that rascal made me miserable for twenty years and now you suggest that I should make him happy?"

Universal Complaint

"Do you find it hard to meet expenses?"

"No, I run into them every time I turn around."

Obvious

Our office sage says some men would look more spick if they didn't have so much span.

Proves Nothing

Interline Steno: "How can I be certain you love me?"

Automotive Parts Clerk: "Because I can't sleep nights for thinking of you."

Interline Steno: "What does that prove? Papa can't sleep nights for thinking of you."

Force of Habit

"I started to write a drinking song once, old boy."

"What happened?"

"I couldn't get past the first two bars."

Truism

The fellow who boasts about what he's going to do tomorrow usually is quiet about what he did yesterday.

Won't Be Long Now

Scientists, years ago, predicted the eventual disappearance of the human race. And this was before the invention of the power mower.

Shrewd Management

Diner Waitress: "Prices? Why, man, in this diner you can get a shimp cocktail, green turtle soup, prime ribs of beef, choice of two vegetables, salad, coffee and dessert all for seventy-five cents."

Truck Driver: "How in the devil can you afford to serve all that for just seventy-five cents?"

Waitress: "We use paper plates."

Capitalist Image

There's a very popular anecdote (among Russians) about little Ivan being asked by the teacher to describe America.

"America," said little Ivan, "is the country where the workers are being exploited by the capitalists and are starving to death."

"Excellent," said the teacher. "Now tell us the chief aim of the new Seven-Year Plan."

"To catch up with America," replied Ivan.

—George Bailey in The Reporter.

That's Proof

"All really intelligent men are conceited," decided a girl.

Her boy friend shrugged his shoulders. "Oh, I don't know—I'm not."



"Rush it to Wisconsin . . . it's perishable cargo."

FIFTY YEARS AGO

in Our Magazine



(From Teamsters' Magazine, March, 1910)

Be Kind to Horses

A SORT of testimonial by some of the "boys in New York" is carried in this issue for a fresh-air feedbag. A full page advertisement of the unique feeding instrument is carried on the back page.

Our members are advised to "look into the merits of the bag and they will find that the fresh-air bag saves the horse owner money in two ways.

"First, no oats can be thrown or wasted from the bag and, second, it prevents the bolting of oats and the horse gets the full nutritive benefit of the oats.

"Our boys in New York cannot say enough in its favor. Besides the two features mentioned, they like it because after it is put on, they can go and get their dinners and when they return their horses have finished their meals and are standing quietly, breathing the fresh air, just as if they had no bags on."

Within a few short years, the automobile took the bag off the horse's mouth permanently and sent him to pasture to breath pure, bagless air.



A Labor Party?

A SPECIAL meeting of the Executive Council of the American Federation of Labor has been called for March 23 in Washington by President Gompers for the purpose of deciding the best policy to pursue during the present year.

As is well known throughout the country by the working people, the decisions against labor recently have become so acute that earnest and sincere action must be taken by the officials of labor, backed up by the membership in order to change our present surroundings. Throughout

many sections of the country, especially in New York and Chicago, the question of the advisability of starting a political labor party has been given much thought and the situation is so important this time that undoubtedly the Executive Council will give much consideration to this question.

Whatever policy or program is mapped out by the Executive Council will be submitted to the International and National Unions for their consideration and endorsement.

Brighter Days Ahead

IT WAS the dead of winter. Outside, snow that covered the rutted streets was overlaid with a darkness caused by smoking chimneys. The cold numbed fingers and toes. "This was the time of year that tries men's souls," wrote President Tobin in his editorial comments.

"Between the persecutions of the trusts which have made it almost impossible to live, because of the enormous increase in cost of everything we consume and the inclemency of the weather, our membership throughout the country is certainly being put to the test of their lives to keep their courage up.

"At the present time, it is safe to say that there is no occupation surrounded with any more hardships than the work of a teamster or chauffer going through the streets trying to deliver a load of freight or operate a machine in cold weather, getting up early in the morning, snatching a little breakfast, hurrying to work, hustling all day until night time, and in many instances, eating a cold dinner. Is it any wonder that our members sometimes become dissatisfied with conditions and almost wish that something would happen to change the situation?

"Therefore, we advise our members to keep up their courage, because we must admit that we have made considerable progress in wages and hours since we first organized and there is still a brighter future in store for us if we continue to build up our organization and try to get every person into our local working at our craft.

"Again we say to our members that the only way to avoid trouble is to perfect our organization; work hard to get

in new members; see that the officers live up to the laws of the International; give no place to any person talking secession; attend your meetings; demand a report of your financial condition at each meeting; help your officers; see that your book is stamped when you pay your dues; say a good word for the local outside of the meeting, and in every way become an important factor in your organization, and time will prove that you and others will benefit by the work."

Nearsighted American

IN SPITE of the cold and snow and the sorry working conditions that our membership was forced sometimes to work in 50 years ago, they had a keen sense of humor and always enjoyed a good laugh. This joke, reprinted from the pages of our Magazine, will probably give our members today as good a laugh as it did those who read it in our Magazine 50 years ago.

An old Irish woman, who kept a fruit stall had some melons given to her which she promptly put up for sale. A smart American tourist wishing to get a rise out of the old lady, took up one of the melons, and exclaimed:

"These are small apples you grow over here. In America we have them twice the size."

The old woman slowly removed the pipe she was smoking from between her lips and in a tone of pity exclaimed:

"Be jabbers, sorr, ye must be a stranger in Ireland, and know very little about the fruit ov our country, whein ye can't tell apples from gooseberries!"





Insist on Teamster Delivery